



Town of Arlington, MA Redevelopment Board

Agenda & Meeting Notice November 6, 2023

Per Board Rules and Regulations, public comments will be accepted during the public comment periods designated on the agenda. Written comments may be provided by email to cricker@town.arlington.ma.us by Monday, November 6, 2023 at 3:00 p.m. The Board requests that correspondence that includes visual information should be provided by Friday, November 3, 2023 at 12:00 p.m.

The Arlington Redevelopment Board will meet Monday, November 6, 2023 at 7:30 PM in the **Arlington Community Center, Main Hall, 27 Maple Street, Arlington, MA 02476**

1. Review Meeting Minutes

7:30 pm The Board will review and vote to approve minutes for October 2, 10, 16, and 23, 2023.

2. Continued Public Hearing: Docket #3752, Calyx Peak, 251 Summer Street

7:40 pm Calyx Peak has requested that the Board vote to close the hearing for Docket #3752, opened on June 5, 2023. They intend to submit a new Special Permit application at a future point.

3. Reopened Public Hearing: Docket #3602, 1207-1211 Massachusetts Avenue

7:45 pm Notice is herewith given that an application has been filed on September 21, 2023, by James F. Doherty for 1211 Mass Ave Realty Trust, at 1207-1211 Massachusetts Avenue, Arlington, MA, 02476, to re-open Special Permit Docket #3602 in accordance with the provisions of MGL Chapter 40A § 11, and the Town of Arlington Zoning Bylaw Section 3.4 Environmental Design Review. The applicant proposes to construct a 50-room hotel and restaurant at 1207-1211 Massachusetts Avenue within the B2 Neighborhood District and the B4 Vehicular Oriented Business District.

- Applicant will be provided 10 minutes for an introductory presentation.
- DPCD staff will be provided 5 minutes for an overview of their Public Hearing Memorandum.
- Members of the public will be provided time to comment.
- Board members will discuss Docket and may vote.

4. 2024 Meeting Schedule

8:30 pm The Board will discuss their 2024 meeting schedule.

5. Open Forum

8:45 pm Except in unusual circumstances, any matter presented for consideration of the Board shall neither be acted upon, nor a decision made the night of the presentation. There is a three-minute time limit to present a concern or request.

6. New Business

9:00 pm

7. Adjourn

9:15 pm (Estimated)

8. Correspondence

Correspondence Received regarding Docket 3752:

- M. Walsh 06-22-2023
- K. Walsh - Petition 06-22-2023

Correspondence received regarding Docket 3602:

- D. Seltzer 11-03-2023



Town of Arlington, Massachusetts

Review Meeting Minutes

Summary:

7:30 pm The Board will review and vote to approve minutes for October 2, 10, 16, and 23, 2023.

ATTACHMENTS:

| Type | File Name | Description |
|----------------------|--|--|
| ▢ Reference Material | 10022023_DRAFT_Minutes_Redevelopment_Board.pdf | 10022023 DRAFT Minutes Redevelopment Board |
| ▢ Reference Material | 10102023_DRAFT_Minutes_Redevelopment_Board.pdf | 10102023 DRAFT Minutes Redevelopment Board |
| ▢ Reference Material | 10162023_DRAFT_Minutes_Redevelopment_Board.pdf | 10162023 DRAFT Minutes Redevelopment Board |
| ▢ Reference Material | 10232023_DRAFT_Minutes_Redevelopment_Board.pdf | 10232023 DRAFT Minutes Redevelopment Board |

**Arlington Redevelopment Board
Monday, October 2, 2023, at 7:30 PM
Community Center, Main Hall
27 Maple Street, Arlington, MA 02476
Meeting Minutes**

This meeting was recorded by ACMI.

PRESENT: Rachel Zsemary (Chair), Eugene Benson, Kin Lau, Stephen Revilak

STAFF: Claire Ricker, Director, Planning and Community Development

The Chair called the meeting of the Board to order.

The Chair opened with **Agenda Item 1 – Review Meeting Minutes.**

September 11, 2023 – The Board had no comments on the minutes. The Chair requested a motion to approve the September 11 minutes. Mr. Lau so moved, Mr. Benson seconded, and the Board voted unanimously in favor.

September 18, 2023 – The Board had no comments on the minutes. The Chair requested a motion to approve the September 18 minutes. Mr. Lau so moved, Mr. Benson seconded, and the Board voted unanimously in favor.

The Chair moved to **Agenda Item 2 – Public Hearing: Warrant Articles for Fall 2023 Special Town Meeting.**

ARTICLE 12 – MBTA COMMUNITIES OVERLAY DISTRICT

Ms. Ricker, on behalf of the Department of Planning and Community Development (DPCD), the MBTA Communities Working Group, and the consultant Utile, presented information requested by the Board on September 11, 2023. This information resulted in the creation of two primary alternatives and multiple scenarios for the MBTA Communities district, most of which are related to maximum height and parking requirements. The scenarios all consist of two districts: the Neighborhood Multi-Family (NMF) district and the Massachusetts Avenue/Broadway Multi-Family (MBMF) district.

Alternative 1 – The district stretches from East Arlington to the Lexington town line. It avoids the future zoning study area for an Arlington Heights business district and avoids all commercial and industrial parcels. In East Arlington, the depth of the NMF District is limited to approximately 150 feet from the main thoroughfares of Mass Ave and Broadway, allowing for a one- to two-parcel transitional height area of four stories into the R1 and R2 districts. In Arlington Heights, in order to maintain the future zoning study area for the business district, the overall depth of the NMF District from the center line of Mass Ave is 350 feet.

| Alternative 1 | acres | total units | units/ acre |
|------------------------------------|--------------|------------------------|------------------------|
| 4-story max 1 parking space max | 109 | 7,268 | 67 |

Alternative 2 – The district in East Arlington is the same as in Alternative 1. It also avoids the future zoning study area for an Arlington Heights business district and avoids all commercial and industrial parcels. In Arlington Heights, the district does not stretch all the way to the Lexington town line; the NMF District extends to the north of Mass Ave. It includes Grove Street and the Forest/Clark/Pierce Streets area.

| Alternative 2 | acres | total units | units/ acre |
|------------------------------------|--------------|------------------------|------------------------|
| 4-story max 1 parking space max | 115 | 7,391 | 65 |

On September 11, the Board asked DPCD and the Working Group go back and model the following scenarios:

- Model the NMF Family District with a three-story height maximum instead of four.
- Model a minimum parking requirement of one space per unit instead of a parking maximum requirement of one space per unit.
- Model a zone that eliminates the proposed overlay east of Orvis Road directly on Mass Ave in anticipation of a future Redevelopment Board zoning study of the East Arlington business districts, but retains the NMF area to maintain contiguity.
- Model a zone that eliminates all proposed overlay parcels east of Orvis Road, including the NMF area.

Scenario 1 – NMF District with three-story height maximum.

| Scenario 1 (original district Alt 2) | acres | total units | units/ acre |
|--|--------------|------------------------|------------------------|
| 1: 3-story max 1 parking space max | 115 | 6,330 | 55 |

Scenario 2 – NMF District with parking minimum of one space per unit.

| Scenario 2 (original district Alt 2) | acres | total units | units/ acre |
|--|--------------|------------------------|------------------------|
| 2a: 3-story max 1 parking space min | 115 | 3,351 | 29 |
| 2b: 4-story max 1 parking space min | 115 | 3,939 | 34 |

Scenario 3a – Remove parcels on Mass Ave east of Orvis Rd but maintain enough of the NMF District east of Orvis Road to maintain contiguity.

| Scenario 3a (original district Alt 2 w/o Mass Ave east of Orvis) | acres | total units | units/ acre |
|---|--------------|------------------------|------------------------|
| 3a.1: 4-story max 1 parking space max | 113 | 7,137 | 64 |
| 3a.2: 3-story max 1 parking space max | 113 | 6,012 | 54 |
| 3a.3: 3-story max 1 parking space min | 113 | 3,184 | 28.5 |

Scenario 3b – Remove all parcels on Mass Ave east of Orvis Rd.

| Scenario 3b (original district Alt 2 w/o ALL east of Orvis) | acres | total units | units/ acre |
|--|--------------|------------------------|------------------------|
| 3b.1: 4-story max 1 parking space max | 104 | 6,570 | 64 |
| 3b.2: 3-story max 1 parking space max | 104 | 5,594 | 54.6 |
| 3b.3: 3-story max 1 parking space min | 104 | 2,966 | 29 |

Ms. Ricker moved on to discuss historic properties. She shared a map of historic properties in the MBTA Communities zone, most of which are clustered along Mass Ave. It is necessary to include them in the zone as a matter of contiguity, as the parcels that front Mass Ave in those areas are commercially zoned. She also shared a chart showing the number of historic properties in the zone and their level of distinction. Three different levels exist – National Register, State

Inventory (MACRIS), and Local Inventory. Historic properties will continue to be subject to design review and demolition delay, and the MBTA Communities overlay does not include historic districts.

Ms. Ricker shared the Compliance Check, summarizing the district size, capacity, and density for the various scenarios.

The Chair opened discussion of **Article 12: MBTA Communities Overlay District**.

The decision points for the Board for this meeting include:

- Three or four stories in the NMF District.
- Eliminate some or all parcels east of Orvis Road, in preparation for a future study.
- Alternative 1 (including Paul Revere Rd to the Lexington town line) or Alternative 2 (including area of Grove/ Forest/ Clark/ Pierce Streets north of Mass Ave).
- Parking requirement of 0, 0.5, or 1 parking space per unit.
- Include or remove historic properties.

Mr. Benson shared the amendments he made to the main motion of Warrant Article 12 after the September 11, 2023, meeting. These amendments are all reflected in the version of the Article posted with tonight's agenda.

- He added a definition of "as of right development," which he took from the MBTA Communities guidelines.
- He added a definition of "multi-family housing," which he took from the MBTA Communities guidelines.
- He added a definition of "overlay district," which is an amalgam of definitions in a few different places and is consistent with MBTA Communities guidelines.
- He added a definition of "Site Plan Review," which is a combination of the definition and discussion of site plan review in the MBTA Communities guidelines.
- He removed the definition of the Executive Office of Housing and Livable Communities (EOHLC) as unnecessary.
- In the district regulations, he did some rewording. The one substantive change is in Section 5.9.1.C, in which he said that a proposed development on a parcel or parcels only partially located within the new MBTA Communities zone should be subject to the zoning regulations of the underlying district rather than the overlay. This subject is up for discussion tonight, but something needed to be included as a starting point.
- In Section 5.9.3, he made editorial changes, but not substantive changes, to Site Plan Review.
- He made only slight editorial changes to Section 5.9.4.A through 5.9.4.F, Development Standards.
- He rewrote Section 5.9.4.G, Affordable Housing, to reflect what he believed the Board and the MBTA Communities Working Group intended to do. His edits made the affordable housing requirements in the MBTA Communities zone the same as currently exist in Arlington's bylaws, with the proviso that until the EOHLC approves those requirements, the EOHLC standard applies, as required by the MBTA Communities guidelines.

The Chair asked each Board member to list the items they would like to be sure are discussed this evening.

Issues Mr. Benson would like to discuss:

- Reducing the NMF District maximum height to three stories.
- Applying the current off-street minimum parking requirements from Section 6.1 of the zoning bylaw to the MBTA Communities district, rather than the proposed maximum requirement of one parking space per unit. Per Section 6.1.5, the Board could agree to reduce the minimum parking requirement with submittal of a Transportation Demand Management (TDM) Plan.
- Excluding Mass Ave east of Orvis Road.
- Adding a street trees requirement. The easiest way to do that would be to make the overlay district subject to zoning bylaw Section 6.3, which the Board intends to ask Town Meeting to amend.
- Adding solar roof requirements for the MBMF District, making them subject to zoning bylaw Section 6.4.
- Adding signage requirements. The sign bylaw applies both to residential and business districts. The way the overlay is written, it's neither a business nor a residential district, so the sign bylaw has to be applied separately.
- Changing what is currently required to be SITES Certifiable to SITES Gold-Certified or better.
- Adding an additional purpose statement – to encourage environmental and climate protection-sensitive development.
- Removing duplicate requirements and those that don't make sense in context.

- Adding additional requirements for a mixed-use building to qualify for no front-yard setback and extra stories.
- Rethinking what to do with a development that is partially in both the MBMF and NMF districts.
- Adding clarifying language – In the chart in Section 5.9.4.D.(12), the word “minimum” should be added so it’s clear that the setback numbers given are minimums. The word “yard” should also be added.
- Possibly changing the setbacks language from requirements specifically about front, side, and rear yards, to requiring a setback minimum of 5 feet on one side and 20 feet on two sides, to give property owners more flexibility about how to use their space.
- Possibly removing the language about step-backs in 5.9.4.D.(7) and instead making developments subject to the step-back requirements in the underlying zoning bylaw. The Board is sending an article with changes to those requirements to Town Meeting, and developments in the overlay zone should be the same as those in the rest of the town.
- Rewriting Section 5.9.4.D.(5) to say that traffic visibility across street corners applies in the NMF district.
- Capitalizing the word “section” in Section 5.9.3.
- Rethinking the language about height buffer areas.

The Chair asked for clarification about Mr. Benson’s saying that the business and residential districts are replaced by the new overlay district. Her understanding was that the overlay district is superimposed on the underlying districts but does not replace them, so the business and residential requirements still remain. Mr. Benson said that as he reads it, the overlay district goes over both residential and business districts, and developers have a choice of complying with the requirements of the underlying zoning district or the requirements of the overlay district. The Chair asked for clarification of the Working Group’s intent. Mr. Revilak replied that in situations in which the requirements of the underlying zoning and the overlay are different, the intent was that a developer would need to pick which requirements to meet, based on whether or not they intend to build multi-family housing. But in places where the overlay is silent, such as around signage, the underlying zoning would still apply. Mr. Lau agreed with Mr. Revilak. Mr. Benson said that may have been the intent, but that’s not how it reads. It becomes complicated to figure out what applies if the underlying zoning applies unless it’s modified by the overlay; it’s simpler to say that if it’s in the overlay, the underlying zoning doesn’t apply, and then we add in the things that we want to apply. The Chair said that she has not been reading the article the way Mr. Benson has. She thinks that Section 5.1.9.B, which says “The MBMF and NMF Overlay Districts do not replace existing underlying zoning districts but are superimposed over them,” is clear and means that where the overlay zoning is silent, the standards currently in the bylaws are in place. Mr. Benson said that the Board could add something to Section 5.1.9.B to clarify this question.

Issues Mr. Lau would like to discuss:

- How step-backs function on corner lots. As you turn the corner from Mass Ave or Broadway onto a residential street, does the step-back match what’s on the residential street?

Issues Mr. Revilak would like to discuss:

- Bonuses – Section 5.9.4.E.(1) does not include anything about which commercial uses are allowed on the ground floor in order to get a bonus of an extra floor, which he thinks the Board should specify. He thinks that an earlier version specified the uses allowed in B2, but that is not reflected in this version.
- A word is missing in Section 5.9.4.E.(2); it should read “second additional story may be added,” but the word “story” is missing.
- In Section 5.9.4.F, sub-sections 1 and 4 are redundant, so the Board needs to decide which to include and how to word it.

Issues the Chair would like to discuss:

- Under Section 5.9.2, Purposes, sub-sections B and D are similar and perhaps should be combined.
- She wants to be sure that the solar bylaw applies.
- She has suggested wording for adding more teeth to the green development bonus in Section 5.9.4.E.(3).

The Chair opened discussion about reducing the maximum height in the NMF District from four to three stories.

- The Chair thinks that in the architectural context of the existing communities, as well as based on what the Board has been hearing from the public, it makes sense to reduce the height to three stories.
- Mr. Lau said that the Working Group talked about this issue extensively. The majority of the neighborhoods are 2.5 stories right now, so they thought that allowing 3 stories would not be enough of an incentive to meaningfully increase housing. The Working Group settled on four stories to incentivize adding new housing. Some four-story buildings have already been built adjacent to the neighborhoods, so it can be done.
- Mr. Revilak has gone back and forth about this issue. He originally thought that four-story buildings would require elevators, but he's realized it's more complicated than that. He likes the idea of four-story buildings, but he thinks many people would be more comfortable with three stories. He thinks there is utility in allowing people go from 2.5 stories to 3 stories. The Zoning Board of Appeals gets a lot of dormer requests from residents who want to expand their properties, implying that many people would take advantage of the option to add a full third story. He is okay with limiting the maximum NMF height to three stories.
- The Chair said that she understood Mr. Lau's perspective, but if the intent is to encourage property owners to turn homes that are currently two-family into three-family homes, she thinks that the expansion from 2.5 to 3 stories does allow for that. Three-family homes would fit into the existing fabric of the neighborhoods seamlessly.
- Mr. Benson agreed with the Chair and Mr. Revilak. The compliance guideline says that the district should encourage the development of multi-family projects of a scale, density, and aesthetic that are compatible with existing, surrounding uses. The neighborhoods on the side streets near Mass Ave and Broadway currently mostly have 2-, 2.5-, and 3-story buildings, so a 3-story maximum would allow for compatible buildings. He also noted that the 3-story maximum would actually allow 3.5-stories, just as the current 2-story maximum allows 2.5-stories. He also did research into the question of what building height would require elevators. The rules for elevators are the same for 3- and 4-story buildings. If the ground floor has an accessible apartment and entrance, an elevator is not required. Realistically, as buildings get taller, developments are more likely to install elevators, but the rules are the same. In consideration of the many comments the Board has received, and of the changes in elevation in the Center and further west, he thinks three stories makes more sense than four.
- The Chair asked Mr. Lau if he could get behind the reduction to three stories. He asked if the rest of the Board would be willing to allow four stories in the NMF as a bonus for adding an affordable unit, because he thinks that without allowing some four-story buildings, the overlay zone won't result in an actual increase in residential units. The Chair said that she thinks that allowing three stories will encourage new units, and Mr. Benson and Mr. Revilak agreed. Mr. Lau said that he doesn't support the reduction from four to three stories.
- Conclusion – The Board is reducing the maximum height in the NMF district to three stories.

The Chair opened discussion about requiring parking minimums, with the possibility of the Board allowing fewer parking spaces.

- Mr. Lau said that if developers have to apply for parking relief through a Special Permit Process, it will discourage them from pursuing projects with less parking. Mr. Benson said that they could be allowed to provide less parking with the submittal of a TDM plan, just as they could be allowed to add additional stories with various bonuses. It will be an as-of-right development, but it includes choices about what developers want to do.
- Mr. Lau said that the Board is pushing for things to help the environment like solar and trees, so saying that we need space for more cars is contradictory. He noted that developers won't build developments that they think they can't sell, so they will generally include parking. But if they think that they don't need the parking because it's close to public transportation, they should have the opportunity to build without it.
- Mr. Revilak said this is another issue he's gone back and forth on. Our society's policy decisions generally cater to and encourage single-occupancy vehicles, and it's one of our most unsustainable practices. The Working Group would prefer that people not build any more parking than absolutely necessary, so they landed on a minimum of 0 and a maximum of 1 space. He said that requiring a minimum of 1 space and allowing reductions with a TDM plan is consistent with the rest of the bylaw. He thinks the Board should provide more residential-specific TDM options since many of them are geared toward mixed use. He'd like to see TDM options that don't leave the applicant asking what else they need to do to get a reduction in parking. He doesn't love the idea of requiring a parking minimum, but he could go along with it. He'd like to consider reducing the minimum to 0.5 spaces per unit.

- The Chair said that she has also gone back and forth on this issue. The Board has seen developers come in front of them requesting to include fewer parking spaces, so that seems to be naturally occurring. In order to support Arlington's other climate-friendly policies, she could go along with the one space per unit maximum, knowing that the parking spots are not required to be deeded to each individual unit. There may be units that don't need any parking, and others that need more than one spot. That is not unlike the situations the Board regularly reviews regarding mixed-use properties.
- Mr. Revilak said that another option would be for the Board to require one space per unit in the overlay district for the time being, in accordance with the overall bylaw requirement, but revisit the issue of parking in general at a future Town Meeting.
- Mr. Benson referenced a report by the Metropolitan Area Planning Council (MAPC) from February 2017, "Metro Boston Perfect Fit Parking Initiative." They did a survey in five communities, including Arlington, where they found an excess of parking spaces compared to the number of cars. As a result of that, the Board recommended, and Town Meeting approved, a reduction in parking requirements to Arlington's current requirement of one space per unit. According to that report, the average parking demand per unit in Arlington is 1.04; owner-occupied units have an average of 1.7 vehicles per household, and rental units have an average of 1 vehicle per household. That's all consistent with keeping the minimum requirement of one space per unit. A recent report looking at a number of Metro-West communities (not Arlington) also concluded that one space per unit is the right number. That included a lot of places that allow on-street overnight parking, which Arlington does not, so Arlington's need for off-street parking is greater. Arlington is currently running a pilot program allowing overnight parking, which indicates that more parking is needed. The new units built should be available to everyone, including people who need cars, such as older people, people with disabilities, and people whose jobs are not accessible by public transportation or bicycle. Mr. Benson agrees that the Board should create more TDM options for residential properties. The Board has already encouraged developers to separate the parking spaces from the units so that residents aren't guaranteed a parking spot but need to pay for it, and they should continue to do so. He thinks that the parking requirement should be a minimum of one space per unit, as in the rest of the Arlington's residential zoning bylaw, and allow that to be reduced through Site Plan Review, along with more TDM options.
- Mr. Lau strongly disagreed. Parking is the number one issue when it comes to developing multi-family housing. It takes up the largest amount of square footage on the ground floor. By putting another burden on developers, the Board would be essentially saying that they're not encouraging housing. The Board should be encouraging housing, not stagnating and controlling it. They shouldn't plan to look at it at some point in the future, because they're here now to deal with the housing crisis. He's willing to compromise and have a minimum of 0.5 spaces per unit. Developers will still build what they need to sell the units.
- Mr. Revilak is okay with going with a minimum of either 1 or 0.5.
- Mr. Benson said the advantage of going with a minimum of 1 space is that if developers want to do less, they have to provide a TDM, which is a valuable thing to get and require them to implement. If the Board goes with a lesser number, they lose the opportunity to require a TDM.
- The Chair suggested keeping the minimum at one parking spot per unit, but changing the wording of 5.9.4.F.(4), so instead of saying developers may provide fewer parking spaces, saying that they are encouraged to do so, with the submittal of a TDM.
- Mr. Benson thinks that the Board should revisit Section 6.1.5 (Parking Reduction in Business, Industrial, and Multi-Family Residential Zones) of the zoning bylaw at a future Town Meeting in order to encourage developers to provide less parking.
- Mr. Lau said that he still feels strongly that the overlay district should not require a minimum of one parking space per unit, and he does not think they will come to consensus.
- Mr. Revilak said that he thinks they should maintain the last sentence in Section 5.9.4.F.(1), which says that no off-street parking is required for the commercial portion of mixed-use buildings. The rest of the Board agreed.
- Conclusion – the Board will amend Section 5.9.4.F to apply the current off-street parking requirements of Section 6.1 and to encourage developers to provide fewer parking spaces than required by submitting a TDM.

The Chair opened discussion about the parcels east of Orvis Road.

- The Chair said that the Board has discussed reviewing the East Arlington business district to create more continuity in the zoning. They have identified the corridor of Mass Ave from Orvis Road to the Cambridge border at Alewife Brook Parkway as what they think the boundaries of that business district should be. At some point in the future, the Board would like to rezone some of the parcels currently zoned as residential as business. Including them in the overlay district now as multi-family residential and then rezoning them in the next year or two as business would place an unfair burden on those property owners.
- Mr. Revilak said that he would prefer Scenario 3b, which would remove all the parcels east of Orvis Road, not just those along Mass Ave. When the Board considers the East Arlington business district in the future, he would like to have the option to consider a deeper business district including parcels not fronting Mass Ave. Scenario 3a includes parcels not directly on Mass Ave in the overlay district, so it would eliminate the possibility of including those parcels in the East Arlington business district in the future.
- Mr. Benson said that his preference is Scenario 3a, which retains the parcels just off Mass Ave in the overlay district. He understands Mr. Revilak's preference, but this area is on the 77 bus line and is close to Alewife, so keeping those parcels in the overlay district is more consistent with walkable neighborhoods. It also spreads out the district more appropriately across town.
- Mr. Lau prefers Scenario 3b. He is afraid that if the Board include bits and pieces of the area in the MBTA Communities overlay district, they will be limiting themselves in the future when they study the East Arlington business district. He would prefer to look at both the residential and business areas of East Arlington in a holistic way.
- The Chair noted that a similar situation exists in Arlington Heights, where the NMF district borders the business district. It is somewhat different because of the grade in the Heights, but if they remove all properties east of Orvis Road from the NMF district, they would be treating East Arlington and Arlington Heights differently. Mr. Lau said that he would like to address that issue as well.
- Mr. Benson said that he had not envisioned that the Board would extend the business districts off Mass Ave into the residential neighborhoods. If they can get more height on the buildings on Mass Ave and Broadway, they don't need to use any of the residential areas to add more businesses. If they're going to consider adding businesses anywhere off Mass Ave, it would probably be Lake Street, which already has some businesses on it. In order to encourage housing development, he'd prefer to keep the residential parcels off of Mass Ave in the overlay district.
- Mr. Revilak said that he was concerned about how narrow many of the parcels fronting Mass Ave in East Arlington; if those parcels can be combined with parcels behind them, that creates the potential for higher value commercial buildings.
- The Chair said that only a few parcels are that narrow. She proposed identifying specific parcels that they would like to remove from the NMF in order to create more depth rather than eliminating all parcels.
- Mr. Lau said that the north side of Mass Ave has some deep sites, but the south side doesn't. He said that the Board made a commitment to look at East Arlington along Mass Ave as a whole, and they should do that in the spring, without having put some of the parcels in the overlay district.
- Mr. Benson asked if it would be possible to eliminate the parcels behind shallow parcels fronting Mass Ave and keep the others in. He noted that it might not be possible to do that and maintain a contiguous district. The Chair said that if the Board adds properties within 250 feet of Mass Ave (the current proposal only goes 150 feet from Mass Ave), they could remove some individual parcels and maintain contiguity. Mr. Lau said that extending that much further out from Mass Ave is too big a change to make tonight. The Working Group put a lot of thought into what would be included, and the Board shouldn't just add a lot more without carefully considering all the impacts.
- Mr. Benson asked if owners of the property potentially being added had received notice. Ms. Ricker said that all property owners within 300 feet of the proposed district had been notified, so expanding the zone by 100 feet would not involve new property owners who haven't been notified. Mr. Benson said that he is comfortable adding in parcels up to 250 feet from Mass Ave and removing parcels behind shallow lots fronting Mass Ave.
- Mr. Revilak said that he would be comfortable shifting the included parcels back from Mass Ave, on both sides. Mr. Lau did not like the idea because it feels too rushed. The Chair said that she thinks that it is not rushed, because they have seen many iterations of the map that are deeper in this area. She thinks the district as currently proposed is not deep enough in East Arlington, so she likes the idea of expanding it to 250 feet from Mass Ave.

- Mr. Revilak proposed expanding the district to 250 feet from Mass Ave and removing all parcels less than 150 feet from Mass Ave. The Chair thinks that's too arbitrary, and she would like to see an increase in depth, not hollowing it out. Mr. Benson agreed. Mr. Revilak said that he would prefer to leave more space out of the district to allow for future expansion of the business district, but he's willing to go along with it. Mr. Lau disagreed. The Chair suggested going one parcel deeper on both sides of Mass Ave. Mr. Benson asked if Mr. Lau or Mr. Revilak could explain how the NMF in East Arlington got down to 150 feet from Mass Ave. Mr. Revilak said that the feeling of the Working Group was that the map was too heavy in East Arlington, because there were districts along two corridors, Mass Ave and Broadway.
- The Chair proposed accepting Scenario 3A and extending the NMF district one additional parcel away from Mass Ave between Lake and Henderson Streets on the south side of Mass Ave and between Winter and Henderson on the north side. Mr. Revilak proposed removing the following parcels directly behind narrow lots fronting Mass Ave:
 - ~ one parcel on the west side of Cleveland St, directly behind the two parcels fronting Mass Ave
 - ~ two parcels between Cleveland and Marathon, directly behind the two parcels fronting Mass Ave
 - ~ one parcel on the west side of Windsor St, directly behind the two parcels fronting Mass Ave
 - ~ one parcel on the east side of Amsden St, directly behind the two parcels fronting Mass Ave
 - ~ two parcels on either side of Milton St, directly behind the two parcels fronting Mass Ave
 - ~ two parcels on either side of Thorndike St, directly behind the two parcels fronting Mass Ave
- Conclusion – The Board recommends accepting Scenario 3A, with the caveat of extending the NMF district one additional parcel between Lake and Henderson Streets on the south side of Mass Ave and between Winter and Henderson on the north side, and removing the parcels proposed by Mr. Revilak.

The Chair opened discussion about Alternative 1 versus Alternative 2.

- Mr. Lau said that introducing 3- or 4-story buildings to the Paul Revere Road area, which has a lot of elevation, making the ground floor a story higher in some areas than in nearby buildings, makes it difficult to meaningfully build additional residential or commercial property. Alternative 1 includes those properties in the NMF, and Alternative 2 does not, instead including another area on the other side of Mass Ave that doesn't have the same issues with elevation.
- Mr. Revilak said that he would be comfortable with either Alternative 1 or Alternative 2.
- Mr. Benson said that he would also be comfortable with either alternative, but he noted that there are currently houses on Paul Revere Road, so he doesn't understand why taller buildings couldn't be built there.
- The Chair said that she shares Mr. Lau's concern about taller buildings on Paul Revere Road. It's already challenging for many of the single-family homes there to deal with the grade, and some of them have on-street parking waivers because they were unable to build driveways. Adding multi-family housing there without more on-street parking would be difficult.
- Mr. Revilak noted that the NMF area added in Alternative 2 is close to the Minuteman Bike Path, which is a transportation resource. Mr. Benson asked if any of that area was directly up against the bikeway, and if so, if it would require any different rules. The Chair said that building along the bikeway currently requires a Special Permit, which would no longer be a requirement for areas included in the overlay, which Mr. Revilak and Mr. Lau both said they had no problem with.
- Conclusion – The Board will recommend Alternative 2.

The Chair opened discussion about the question of developments on parcels in more than one district.

- Mr. Benson said that the Board needs to add language to Section 5.9.1 to clarify which zoning requirements would apply to developments on parcels both within and outside the overlay district. He suggested that the underlying zoning district regulations, not the overlay district regulations, would apply.
- Mr. Lau said that such language would change the area in which multi-family development could occur as of right. He suggested that if a development includes parcels both within and outside of the overlay district, the MBTA Communities overlay zoning would apply to the portion of the project on the parcel(s) within the overlay district, and the underlying zoning would apply to the portion of the project parcel(s) outside the overlay district. If the developer wanted to build a taller building over all the parcels, they could apply for a special permit;

otherwise, they could either build separately on the two parcels, or they could build one building, but it would be allowed to be taller on the parcel in the overlay district than it could be outside of the overlay district.

- Mr. Revilak agreed with Mr. Lau.
- Mr. Benson said that he did not think it would work to have two sets of zoning requirements applying to the same development.
- The Chair said that she agreed with Mr. Benson that one set of zoning requirements should apply to the whole project. Mr. Revilak said that the Zoning Board of Appeals regularly applies different sets of zoning requirements to portions of buildings. He proposed the following wording: "If a proposed development is located on a parcel or parcels only partially within the MBMF or MNF Overlay Districts, the provisions of the existing underlying zoning shall apply to parcels outside the Overlay District."
- Mr. Benson said that if two parcels are combined, they become a single parcel, so we can't use language that implies that they are still two separate parcels. He thinks that it will be too difficult to figure out how to apply two different sets of rules and procedures to a single building. The Chair agreed, especially since the goal is to simplify the process of developing multi-family housing. Mr. Revilak agreed with the point about simplification.
- Mr. Benson said that the Board also needs to address the question of which set of zoning regulations should apply to developments partly in the MBMF district and partly in the NMF district. He noted that the Working Group's proposal was that the MBMF regulations would apply in such a case, which would mean that a five- or six-story building could be built on parcels on side streets, and those buildings could include commercial space. He asked if that was the Working Group's intention.
- Mr. Revilak replied that the Working Group was imagining a situation in which a developer wished to combine a parcel on Mass Ave or Broadway and one parcel behind it, not a whole string of parcels.
- The Chair proposed the following language: "If a proposed development is located on a parcel or parcels within both the MBMF and the NMF Overlay Districts, the provisions of the MBMF District shall apply for a maximum depth of one parcel into the NMF." Mr. Lau said he could accept that compromise.

The Chair opened discussion about street tree requirements.

- Mr. Benson said that if the Fall Special Town Meeting accepts Article 10, the Board's proposed street tree amendment amending Section 6.3, then the MBTA Communities Overlay District warrant article does not need to include any specific language about street trees; it only needs to be amended to say that all developments in the district are subject to Section 6.3. Mr. Revilak said the Working Group's intent was that the overlay district be subject to the same street tree requirements as other residential developments.
- Mr. Lau noted that the MBTA Communities overlay district cannot include requirements that don't apply to the underlying zoning, so we can't require street trees if they don't apply to other residential districts. Mr. Benson said that if Town Meeting passes the street tree requirement for all residential districts, then it's not a problem. The Chair noted that this goes back to the question of whether all the requirements of the underlying zoning still apply unless otherwise addressed in the MBTA Communities overlay zoning.
- Sanjay Newton, Chair of the MBTA Communities Working Group, said that the Working Group's intention was that where they are requirements specific to the underlying zone, those wouldn't apply to the overlay. Requirements that apply to zoning in general would apply to the overlay district.
- The Chair noted that when the Board discusses Article 10, they will need to discuss altering the wording to include the overlay district. With that change, they will not need to include wording about street trees in Article 12, the MBTA Communities Overlay District.

The Chair opened discussion about requiring solar.

- Mr. Benson said that right now, the solar energy system requirements only apply to projects requiring Environmental Design Review, which are mostly on Mass Ave and Broadway. He thinks that the solar requirement should be imposed on developments in the MBMF district, but not the NMF district. The Chair suggested adding language to Section 5.9.4, Development Standards, to say that Section 6.4.1, the Solar Energy Systems Requirements, applies to all projects in the MBMF district.
- Mr. Lau said adding requirements like this one is getting away from the spirit of the MBTA Communities Overlay District, which is to simplify the process of building multi-family housing and provide relief from other requirements. It's one thing to say that developers can get bonuses for adding in things that the Board wants to

encourage, but this would be a requirement, not a bonus. The Chair replied that the Town has identified that the solar bylaw is important and wants to apply it to developments on Mass Ave and Broadway, so it should apply to the MBMF district as well.

- The Chair noted that the Board is defining Site Plan Review as part of the MBTA Communities Overlay District. She asked Ms. Ricker if it would therefore be reasonable to assume that the scope of this warrant article would also allow the Board to amend Section 6.4 to include Site Plan Review in addition to Environmental Design Review. Ms. Ricker said that the Board can assume that. Mr. Benson said that he would prefer to get a ruling from the Town Moderator before making that assumption. He said that he would prefer to put the changes they need into the new Section covered by Article 12, Section 5.9, rather than assume they'll be allowed to amend Section 6.4 as well. Mr. Revilak expressed the concern that amending Section 6.4 would require a two-thirds vote of Town Meeting. The Chair said that she is fine with adding the solar requirement into Section 5.9.4, Development Standards.
- Conclusion – The Board will amend Section 5.9.4 to say that the solar requirements in Section 6.4 apply to the overlay district.

The Chair opened discussion about signage.

- Mr. Benson noted that the bylaws regarding signs list the rules for the residential, business, and industrial districts, and the new overlay district will not fit neatly into any of those categories. The Board should not treat the overlay district entirely as residential, because it may include some mixed-use development as well. He proposed saying that the NMF district is subject to the requirements of the residential sign district; purely residential buildings in the MBMF district are subject to the requirements of the residential/business sign district; and mixed-use developments in the MBMF district are subject to the requirements of the business sign district.
- The other Board members supported Mr. Benson's proposal.

The Chair opened discussion about duplicate requirements.

- Mr. Benson pointed out that Section 5.9.4.D.(10), the chart in Section 5.9.4.D.(12), and Section 5.9.4.E all include much of the same information. He proposed deleting the first sentence of Section 5.9.4.D.(10) and moving the second and third sentences (except for the word "public") from Section 5.9.4.D.(10) to a note at the bottom of the chart in Section 5.9.4.D.(12), thus removing item 10 entirely, and renumbering the subsequent items.

The Chair opened discussion about SITES certification.

- The Chair thinks that in order to get the bonus of an additional floor, the standard of SITES Certifiable is not a high enough standard. Applicants coming before the Board with LEED Certifiable checklists have often checked boxes without having any real understanding of what they're completing. To allow for additional floors, applicants should actually be doing something to make the projects more sustainable.
- She also questioned whether SITES is the right standard as they are infrequently used in the green building community.
- She would prefer to reword 5.9.4.E.(3) to say that one additional story may be added for projects that are minimum LEED Gold certified or equivalent level of an alternate green building standard, as reviewed and approved by the Department of Planning and Community Development and/or the Redevelopment Board.
- Mr. Benson agreed, but he would prefer that approval be required by the Redevelopment Board, in consultation with DPCD.
- Mr. Benson asked if the Board should adopt other standards in their rules and regulations rather than deciding them on a case by case basis. The Chair replied that requiring the primary standard or equivalent alternative, rather than naming all the possible standards, is consistent with what Town Meeting recently adopted for stormwater management.
- Mr. Lau agreed that a Certified standard rather than Certifiable is preferable.
- Mr. Lau noted that developers would have a choice of ways to get a one-story bonus – additional affordable housing, mixed-use, or green building. The multiple options are not cumulative and would not enable them to add additional stories for each option.

- Mr. Newton clarified that the bonuses are not cumulative past six stories, but a developer could choose to use two different options to get bonuses of a fifth and sixth story on Mass Ave.

The Chair opened discussion about adding to Section 5.9.2 Purposes.

- The Chair proposed adding an additional item to the list of purposes of the overlay district in Section 5.9.2 – “To encourage environmental and climate protection sensitive development.”
- The other Board members agreed.

The Chair opened discussion about bonuses for mixed-use developments.

- The Chair said that the Board needs to define the types of businesses required in mixed-use buildings to qualify for a bonus, whether to restrict residential units on the first floor of mixed-use buildings, and whether a threshold of 60% commercial space on the ground floor is enough. Mr. Lau said that excluding residential units on the first floor would mean that all mixed-use buildings would have to have an elevator. They are required to have at least one accessible residential unit, and if that isn't on the first floor, the building must have an elevator, regardless of size. Mr. Benson pointed out that this is only for mixed-use developments qualifying for a bonus, which means they will be over four stories and therefore likely to have an elevator anyway. If a developer builds a smaller, residential-only building, then they will obviously have residences on the first floor. Mr. Lau agreed.
- Mr. Revilak said that the Working Group was originally considering saying that only mixed-use buildings with businesses allowable in the B2 District could qualify for a bonus, which includes offices, small restaurants, small retail, and small industrial uses. Mr. Benson pointed out that mixed-use development might include larger businesses. He also said that not all B2 uses should allow for a bonus. He would like to allow a zero setback only for businesses that add to the streetscape by being right next to the sidewalk, such as restaurants and retail, and possibly service businesses. The Chair said that in the table of uses in the bylaws, business services are defined as copy centers, print shops, banks, hair, laundry, dry cleaning, veterinarian and animal care. Mr. Revilak and Mr. Lau both said that they feel that all those types of businesses add to the streetscape, and they would be fine with giving them a zero setback. The Chair proposed defining the allowed businesses in mixed-use buildings as eating and drinking establishments, retail, and business services. She also suggested including child-care uses, which are important to the residents of these buildings, and which Arlington is under-served with. The other Board members agreed. Mr. Lau would like to include offices as an acceptable use to qualify for a bonus. Mr. Revilak asked if someone planning retail on the first floor, offices on the second floor, and residences above would qualify for a bonus. Mr. Benson replied that they would, as long as the offices aren't on the first floor. Mr. Lau expressed concern about a situation in a developer puts retail on the first floor and gets a bonus, but at some point in the future, the retail establishment closes. The owner would then be unable to rent to a tenant who wants to use the first floor for office space. He thinks that in order to encourage new housing, the Board needs to be as flexible as possible in what it requires. The other Board members disagreed, and they preferred to limit the commercial uses that would qualify for a bonus.
- Mr. Revilak noted that for a bonus for mixed-use development, at least 80% of the frontage of the ground floor must be commercial. He asked if that applies only to the principal façade or to both façades on a corner lot. The Chair said that it would only apply to the principal façade.
- Mr. Benson noted that the current language about bonuses for mixed-use development requires that at least 60% of the ground floor be commercial space. The Chamber of Commerce sent the Board a letter saying that 60% was too low a requirement. Matthew Littell, from the consultant Utile, said that the 60% number works for both large and small buildings. Mixed-use buildings need space on the ground floor for two means of egress, elevators, lobbies, a package room, a mechanical room, etc. A larger requirement for commercial space would make it difficult for small buildings to fit all of those things into the remaining space. And in a large building, 60% commercial would yield a larger space than most businesses need, so there would be no point in requiring more. Mr. Lau also noted that they would like to encourage space bicycle parking on the ground floor. The Board members agreed to leave the requirement at 60%.

The Chair opened discussion about the table regarding dimensional regulations in 5.9.4.D.(12).

- Mr. Benson said that the following replacements should be made: “Front Setback” should be changed to “Minimum Front Yard Setback”; “Side Setback” should be changed to “Minimum Side Yard Setback”; and “Rear Setback” should be changed to “Minimum Rear Yard Setback.”
- He also proposed changing the minimum side yard setback in the NMF to allow for more flexibility. The proposal currently says that each side must have a minimum 10-foot setback. He suggested saying that each side must have a minimum of a five-foot setback, and the total of the two side yard setbacks must be at least 20 feet. Mr. Revilak agreed with giving developers the flexibility of making one side yard larger than the other.

The Chair opened discussion about minor textual errors and edits.

- The Board members all agreed to accept all Mr. Benson’s minor editorial changes.
- Mr. Revilak said that in Section 5.9.4.E.(2), the word “story” needs to be added after the word “additional.”

The Chair opened discussion of step-back requirements.

- Mr. Benson proposed deleting Section 5.9.4.D.(7), which slightly modifies the step-back requirements for the overlay district from the underlying zoning, and instead saying that Section 5.3.17 for Upper-Story Building Step-Backs applies to overlay district. He noted that the Board is sending a Warrant Article to Town Meeting proposing to change the step-back requirements; if that passes, it would apply equally the underlying zoning and the overlay district.

The Chair opened discussion about traffic visibility across street corners.

- Mr. Benson proposed changing Section 5.9.4.D.(5) from “Section 5.3.12(A) Traffic Visibility Across Street Corners does not apply in the MBMF district,” to “Section 5.3.12(A) Traffic Visibility Across Street Corners applies only in the NMF Overlay District.”
- Mr. Newton said that his understanding of the Working Group’s intention agrees with what Mr. Benson is proposing; the traffic visibility requirements should apply to the NMF, not the MBMF.

The Chair opened discussion about the reduced height buffer area.

- Mr. Benson noted that Section 5.9.4.D.(8) says the height buffer area shall not apply in the overlay district. The height buffer only applies in situations where the chart has two heights, which is not the case in the overlay district. However, Mr. Benson thinks it should apply to the overlay, because a six-story building could be built backing onto a one- or two-story building with very little space between them. The Board intends to amend the reduced height buffer requirements at a future town meeting. Mr. Benson thinks that rather than try to create a height buffer requirement specifically for the overlay district, Section 5.9.4.D.(8) should say that the town’s reduced height buffer requirement applies to six-story buildings in the overlay district.

The Chair opened discussion about setbacks on a corner lot.

- Mr. Lau said that on a corner lot, the two sides facing streets are considered front yards, and the other two are considered side yards, with no rear yards. A mixed-use building could, with a bonus, have a zero setback on Mass Ave or Broadway, and then only have a five-foot setback in its side yard, making it very close to the next property over, which could be much smaller. The Chair said that in that case, the reduced height buffer would apply. Mr. Lau said that as it stands, the reduced height buffer zone would push the mixed-use building away. The Chair said that that is why the Board needs to fix the reduced height buffer.
- Mr. Revilak said that in the bylaws, corner lots are defined as having two front yards, one side yard, and one rear yard, and owners can decide which is the side and which is the rear yard. Mr. Lau said that in that case, they should table this question.

The Chair opened discussion about redundant language.

- Mr. Revilak proposed deleting the first two lines of Section 5.9.4.F.(1), replacing them with a requirement to follow Section 6.1, and combining it with Section 5.9.4.F.(4). The Chair noted that the parking section is also being edited to say the developers are encouraged to provide fewer parking spaces with submittal of a TDM.

The Chair asked for a motion to recommend Favorable Action on Article 12: MBTA Communities Overlay District, as amended:

- Reduce the NMF max height to three stories and 35 feet. Mr. Lau dissented.
- Apply current off-street parking requirements of Section 6.1, including reductions per Section 6.1.5. Mr. Lau dissented.
- Combine Section 5.9.4.F.(1) and 5.9.4.F.(4) into a single item.
- Choose Alternative 2 for the Arlington Heights section of the map.
- Accept Scenario 3A, excluding parcels on Mass Ave from Orvis Road to Alewife Brook Parkway, with two modifications: 1) including one additional parcel in the NMF district from Winter St. to Henderson St. on the north side of Mass Ave and from Lake St. to Fairmount St. on the south side of Mass Ave, and 2) removing of eight parcels identified on the map exhibit. Mr. Lau dissented.
- Modify Section 5.9.1.C with regard to how to deal with projects in and out of the overlay district by adding the phrase “for a maximum of one parcel depth into the NMF” to the first sentence.
- Add an item to Section 5.9.4 saying that the Section 6.4 solar requirements apply to the MBMF district. Mr. Lau dissented.
- Add an item to Section 5.9.4 saying that the NMF district must comply with the Residential Sign District requirements in Section 6.2, residential development in the MBMF district must comply with the Residential/Business Sign District requirements in Section 6.2, and mixed-use development in the MBMF district must comply with the Business Sign District requirements in Section 6.2.
- Modify Section 5.9.4.E.(3) to say that in order to receive a bonus for green building, a development must be minimum LEED Gold certified or equivalent level of an alternate green building standard reviewed and approved by the Redevelopment Board.
- Add a purpose statement to Section 5.9.2: “To encourage environmental and climate protection sensitive development.”
- Remove the first sentence from Section 5.9.4.D.(10) and move the second and third sentences to the district chart in Section 5.9.4.D.(12). Remove the word “public” from the second sentence.
- Add the provision in Section 5.9.4.E.(1) that in order to receive a bonus for mixed-use development, no residences shall be included on the first floor, and the business uses shall be eating and drinking establishments, business services, childcare, or retail uses. Mr. Lau dissented.
- Modify the chart in Section 5.9.4.D.(12) to include the words “minimum” and “yard” in the setback descriptions. Modify the NMF district side yard setback minimum to say that each side yard setback must be a minimum of 5 feet, and the two side yard setbacks together must total a minimum of 20 feet.
- Make corrections with regard to capitalization in Sections 5.9 and 5.9.3.
- Modify Section 5.9.4.D to include the requirement to comply with Step-Back standards in Section 5.3.17.
- Correct Section 5.9.4.D.(5) to indicate that it applies only to the NMF district.
- Modify Section 5.9.4.D.(8) to say that the height buffer area applies to the sixth floor.
- Correct Section 5.9.4.E.(2) by adding the word “story” after the second use of the word “additional.”

Mr. Benson so moved, Mr. Revilak seconded, and the Board approved unanimously.

ARTICLE 3: ADMINISTRATIVE CORRECTION.

Mr. Benson explained that Article 3 corrects an erroneous reference.

The Chair asked for a motion to recommend Favorable Action on Article 3. Mr. Benson so moved, Mr. Lau seconded, and the Board voted unanimously.

ARTICLE 4: REDUCED HEIGHT BUFFER AREA.

Mr. Benson said that previously, Article 4 had incorrect language taken from the wrong warrant article. Because of the wording of the article, changing the height distances is not within the scope of this article. The Board also needs further discussion to determine what a better height distance would be. He would prefer to vote No Action and go back to a future Town Meeting with a complete package that includes new wording as necessary and lower heights.

Mr. Revilak agreed that it would be worthwhile to spend time looking at it and not pass it this year. Mr. Lau agreed.

The Chair noted that they had looked at several different options for reduced heights but had not come to consensus, so it would be better to take more time.

The Chair asked for a motion to recommend No Action on Article 4. Mr. Benson so moved, Mr. Lau seconded, and the Board voted unanimously.

ARTICLE 5: OPEN SPACE IN BUSINESS DISTRICTS.

Mr. Benson said that he added a clarification in the definitions regarding exceptions in the Business Districts. He also deleted Section 5.3.21.D because it was unnecessary. He added a clarification to 5.3.21.C and deleted an erroneous word in the note at the end of the chart in Section 5.5.2.A.

Mr. Revilak suggested including the current definition of Open Space in the main motion, in addition to the definitions of Landscaped and Usable Open Space, because there is often confusion among Town Meeting members and the public about what exactly Open Space is.

Mr. Revilak noted that the topic of open space on balconies and rooftops is particularly misunderstood, and he asked how other members of the Board how they felt about leaving the definitions as they are and only making the dimensional changes.

Mr. Lau agreed that the Board needs to do more to help people understand what open space is. If they can't do that for this article, it will result in many people being opposed to the measure, and maybe they should wait for a future Town Meeting.

Mr. Benson agreed with adding the definition of open space to this article. He asked for clarification of Mr. Revilak's proposal. Mr. Revilak said that he is proposing not allowing open space on balconies and rooftops more than 10 feet above the lowest residential level. He would like to see that allowed, but he does not think Town Meeting will understand and is afraid that it will be a point of contention.

The Chair said that she thinks the definition changes are perhaps the most important part of the article. Mr. Revilak said he does not oppose them, but he is concerned about the possible response. Mr. Benson said that he thinks the Board can make a good case about why this makes sense, and he does not want to avoid the issue because people don't understand it. Mr. Revilak said that in the Board's Report to Town Meeting, he would like to amend the summary of discussion on this Article to make clear that the language about open space on rooftops and balconies is already in the bylaw and is not being added by this Article. The Chair also suggested highlighting the fact that the percentage of required landscaped open space for mixed-use properties would actually be increased by this Article. She would like to have an illustration for Town Meeting showing the potential increase in green space.

The Chair asked for a motion to recommend Favorable Action on Article 5, with the amendment of adding the definition of open space. Mr. Benson so moved, Mr. Lau seconded, and the Board voted unanimously.

ARTICLE 6: REAR YARD SETBACKS IN BUSINESS DISTRICTS.

Mr. Benson said that the purpose of the article is to apply the setback based on the distance from the parcel behind the lot and the height of the building rather than the length of the parallel wall. As a result, the setback requirements will be more context-sensitive.

The Chair asked for a motion to recommend Favorable Action on Article 6. Mr. Benson so moved, Mr. Lau seconded, and the Board voted unanimously.

ARTICLE 7: STEP BACK REQUIREMENTS IN BUSINESS DISTRICTS.

Mr. Benson said that the only change he made since the Board last saw this Article was changing the requirement such that step-backs must start on the 4th rather than the 5th floor. The step-back requirements apply to the principal façade, which is presumed to be the side facing Mass Ave or Broadway, unless the Board determines otherwise.

Mr. Lau thinks that the step-backs should start on the 5th floor.

The Chair asked for a motion to recommend Favorable Action on Article 7 as amended. Mr. Benson so moved, Mr. Revilak seconded, and the Board voted 3-1.

Mr. Benson wants the Board Report to Town Meeting to clarify that the reason for Mr. Lau's no vote was a preference for step-backs starting at a higher story, not opposition to the other elements of this Article.

ARTICLE 8: HEIGHT AND STORY MINIMUMS IN BUSINESS DISTRICTS.

Mr. Benson said that no changes have been made since the last time the Board saw this Article. Mr. Revilak said he recalled an earlier version including dimensional tables, and he noted that the current version does not include them. Mr. Benson said that in creating the tables, he realized that it would be simpler to convey the information via text.

Mr. Lau said that he supports this Article. The Chair does as well. She said that less than 4% of Arlington's land is zoned for business, and the Board is incentivizing more intensive and valuable land use.

Mr. Revilak said that the motivation behind this Article is to encourage higher-value redevelopment that produces more tax revenue for the town and would hopefully lead to fewer and/or smaller overrides.

The Chair asked for a motion to recommend Favorable Action on Article 8. Mr. Benson so moved, Mr. Lau seconded, and the Board voted unanimously.

ARTICLE 9: CORNER LOT REQUIREMENTS.

Mr. Benson said that no changes have been made since the last time the Board saw this Article. The Board has the authority under the bylaw to modify or waive the corner lot depths, so this Article makes that clearer.

Mr. Revilak thinks this Article is an accurate way of codifying the Board's interpretation Section 5.3.16.

The Chair asked for a motion to recommend Favorable Action on Article 9. Mr. Benson so moved, Mr. Lau seconded, and the Board voted unanimously.

ARTICLE 10: STREET TREES.

Mr. Benson said that language in Section 6.3.2 has been clarified so that it applies to the Business, Residential, and Multi-Family Housing Overlay Districts.

Mr. Revilak said that his understanding was that the purpose of this Article was to encourage street trees any time there is redevelopment. But as written, it limits the requirement to redevelopment under the review of the Redevelopment Board or Zoning Board of Appeals, which doesn't include a lot of redevelopment that happens in town. Mr. Benson replied that in some circumstances, developers aren't required to plant new trees, such as if enough trees are already present or if power lines are in the way. Either the Redevelopment Board or the Zoning Board of Appeals can make that decision, and if a project isn't under the jurisdiction of either Board, the Department of Planning and Community Development can make it administratively. Mr. Revilak noted that Section 6.3.2, Applicability, only mentions the ARB and the ZBA, but Section 6.3.3, Administration, mentions both Boards and DPCD. He suggested deleting the mention of the Boards in Section 6.3.2, so that section would include only the circumstances in which the Article applies. Section 6.3.3 would then explain which Town bodies can approve relief as necessary. The other Board members agreed.

Mr. Benson proposed replacing the words "and Section 9.x" with "and Site Plan Review, as applicable." The other Board members agreed.

The Chair asked for a motion to recommend Favorable Action on Article 10 as amended. Mr. Benson so moved, Mr. Lau seconded, and the Board voted unanimously.

ARTICLE 11: RESIDENTIAL USES IN BUSINESS DISTRICTS.

Mr. Benson said that this Article has not been modified since the Board last saw it.

The Chair asked for a motion to recommend Favorable Action on Article 11. Mr. Benson so moved, Mr. Lau seconded, and the Board voted unanimously.

The Chair moved to **Agenda Item 3 – Review Meeting Schedule.**

Ms. Ricker said that the Board is currently scheduled to meet on Tuesday, October 10, 2023, to approve the Board Report to Town Meeting. The Board is also scheduled to meet on Monday, October 16, 2023, although the Chair will not be in attendance at that meeting. Ms. Ricker asked if the Board would like to meet on Monday, October 23, 2023, prior to Town Meeting.

Mr. Lau said that he would like to schedule a meeting on October 23, so that the Board will have the opportunity to plan for Town Meeting if necessary. The Chair agreed. She said in the past, when amendments have been proposed at Town Meeting, the Board has found it helpful to have a chance to meet and thoughtfully consider whether to support the proposed amendments. Mr. Revilak and Mr. Benson both agreed.

Before adjourning, Mr. Benson thanked the Working Group for the work they did. He appreciated all the time and effort and the final report, which was wonderful. The Board made some changes to the Working Group's recommendations, but he is sure they understand that that was part of the iterative process. The Chair also thanked Ms. Ricker and the DPCD staff, as well as all the members of the public who shared their feedback. She said that the Board members read every one of the submissions made.

Mr. Revilak offered to do a build-out analysis of the MBTA Communities Overlay District once Utile has created a new compliance model based on the changes the Board made at this meeting.

The Chair asked for a motion to adjourn. Mr. Lau so moved, and Mr. Benson seconded. The Board voted and approved unanimously.

Meeting **Adjourned** at 11:40 PM.

Arlington Redevelopment Board
Monday, October 10, 2023, at 7:30 PM
Community Center, Main Hall
27 Maple Street, Arlington, MA 02476
Meeting Minutes

This meeting was recorded by ACMI.

PRESENT: Rachel Zsebery (Chair), Eugene Benson, Kin Lau, Stephen Revilak

STAFF: Claire Ricker, Director, Planning and Community Development

The Chair called the meeting of the Board to order.

The Chair opened with **Agenda Item 1 – Redevelopment Board Report to Fall 2023 Special Town Meeting.**

Mr. Benson asked if the Board wants to include with each article in the Report whether the required vote for Town Meeting to pass it is majority or two-thirds. The Chair replied that the Board has not included that information in the past. She is trying to confirm that information with Town Counsel, but it may not be available in time for this report. She thinks that's a good idea for the future.

Mr. Revilak proposed adding a paragraph to the Zoning Articles Overview giving a broad overview of the articles, with some background information about their purposes and some of the motivations behind including them. He wrote such a paragraph and shared it with the Board.

Mr. Revilak also suggested re-ordering the Table of Contents and the report as a whole in numerical order.

The Chair said that the discussion in Article 10 includes a statement about why this group of zoning articles is included this year. She would like to include that statement either in the discussion of each article to which it is relevant or in the Zoning Articles Overview. Mr. Revilak said he thought it should be included with each of the articles regarding dimensional lot requirements. Mr. Benson and Mr. Lau agreed.

Article 5: Open Space in Business Districts

Mr. Revilak said that the discussion focuses on usable open space, but he thinks it applies to landscaped open space as well, and he has suggested some edits to that effect. The other Board members agreed with his suggestions.

Mr. Revilak received an email from the Chair of the Zoning Board of Appeals suggesting that the name of a chart referred to in Section 5.3.22.C be put in quotation marks. Mr. Benson replied that that would not be consistent with how charts are usually referred to.

Mr. Benson suggested two sentences to add to the discussion of Article 5 to highlight the increase to landscaped open space. The other Board members agreed.

He also suggested altering the description of open space so that it is described as private but not public.

The Chair requested that the wording about the vote for each article be changed to include the words "Favorable Action" or "No Action" as appropriate.

Article 6: Rear Yard Setbacks in Business Districts

The Board members had no modifications.

Article 7: Step Back Requirements in Business Districts

Mr. Benson suggested adding a parenthetical statement explaining the reason for the one no vote.

The Chair said that when this article was originally proposed, the discussion included information about a review of step-back requirements in Arlington's neighboring communities. She proposed a paragraph to be included in the discussion summarizing those regulations in order to add context.

The Chair also proposed adding a sentence to explain the discussion about whether step-backs should start at the 4th or 5th stories, and to clarify that the step-backs start at the property line.

Article 4: Reduced Height Buffer Area

The Board members had no modifications.

Article 9: Corner Lot Requirements

Mr. Revilak suggested adding a paragraph to the discussion noting that the zoning bylaw gives the Board the authority to adjust setbacks during Environmental Design Review, and this article is a codification of how the Board has been applying the bylaw, with the hope that it will lead to more predictability and clarity.

The Chair noted that the Board has heard from Town Meeting members who find this article difficult to understand. In a previous discussion, Mr. Benson provided an example about lots at the corners of major corridors and side streets, and she felt that the example helped clarify the purpose of the article. She would like that example to be included in the discussion to make the purpose and effect of the article clearer to Town Meeting members. Mr. Revilak noted that the current requirements for corner lots make sense when the corner lot and both properties abutting it are in the same zoning district, but that is often not the case, and this article helps solve that problem. The Chair offered to come up with specific wording for this clarification. Mr. Lau suggested including a diagram for the presentation to Town Meeting.

Article 8: Height and Story Minimums in Business Districts

Mr. Benson said that the second paragraph in the discussion doesn't relate to this article, and he proposed deleting it. He suggested editing the last paragraph to clarify the purpose of the article and the fact that the Redevelopment Board can waive or modify the requirements when appropriate.

Mr. Revilak suggested changing the wording in the first paragraph from "intensifying development opportunities" to "encouraging the development of higher value buildings."

The Chair agreed with both those suggestions.

Article 3: Administrative Correction

The Board members had no modifications to the report.

The Chair requested that the slides for the presentation to Town Meeting include when the underlying zoning change was made that caused the current error which this article corrects.

Article 11: Residential Uses in Business Districts

Mr. Benson suggested adding two sentences at the end of the discussion clarifying that currently existing one- and two-family dwellings can continue to be used. The other Board members agreed.

Article 10: Street Trees

Mr. Benson suggested deleting the phrase "along Arlington's main corridors" because this article would apply throughout the town. He also suggested adding a sentence to clarify that passing this article is necessary to require street trees in the MBTA Communities Overlay District.

The Chair requested that the slide presentation highlight the fact that this article only applies to new constructions, redevelopment, and major reconstruction over 50% of the existing footprint, not minor changes.

Article 12: MBTA Communities Overlay District

Mr. Lau wanted to make sure the discussion includes the fact that although the final vote was unanimous, he was in favor of keeping the three highlighted Working Group recommendations which the Board changed.

Mr. Benson suggested deleting the phrase “allowing for the development of multi-family housing in the R0 and R1 zones,” because this article does not allow such development.

He also suggested adding a new paragraph to the discussion explaining what the MBTA Communities Law requires, and why the Board made the decision to distribute the overlay district throughout the town and focus it on the major business corridors. The other Board members agreed.

Mr. Revilak suggested adding a paragraph to the discussion that highlights the primary differences between the Working Group’s recommendations and the Board’s decisions. The Chair agreed and suggested adding language about why the Board made the changes it did – scale, density, and aesthetic in the existing neighborhoods; parking study conclusions; the desire to rezone the East Arlington Business District in a holistic manner; and feedback from and conversation with members of the public, DPCD staff, the consultant Utile, and the Working Group.

Mr. Revilak also suggested adding a paragraph that provides specific numbers about the overlay district – acres, capacity, existing dwellings, difference between existing dwellings and model capacity, and a projection about development over the next 10 years. Ms. Ricker said that the capacity of the district with the Board’s changes is 3,216 units on 115.6 acres. Mr. Revilak offered to work out the projection numbers. He noted that people have asked questions about these numbers, and providing clear data would be helpful. The Chair said that she was concerned about trying to put a number on future projections. Mr. Revilak clarified that it would be a wide range. The other Board members agreed with this addition.

The Chair noted that this report will be amended after the hearing on Article 13, which takes place on October 16, 2023.

The Chair asked for a motion to approve and deliver the Redevelopment Board’s Report to 2023 Special Town Meeting as amended. Mr. Benson so moved, Mr. Lau seconded, and the Board voted unanimously.

The Chair moved to **Agenda Item 2 – New Business.**

Ms. Ricker said that the Board voted to establish the MBTA Communities Working Group on November 7, 2022, and the recommendation is that the Board vote to disband the Working Group as of the beginning of the 2023 Special Town Meeting on October 17, 2023. The Working Group would like to be able to attend precinct meetings as Working Group members leading up to Town Meeting. The Chair suggested that the dissolution take place at the end of Town Meeting, since the overlay district will not be the first article discussed, and there may be further need for the Working Group during Town Meeting.

The Chair asked for a motion to disband the MBTA Communities Working Group at the conclusion of the Fall 2023 Special Town Meeting. Mr. Lau so moved, Mr. Benson seconded, and the Board voted unanimously.

The Chair moved to **Agenda Item 3 – Public Forum.**

- Jordan Weinstein, 23 Lennon Road – This meeting is close to the conclusion of the long process about MBTA Communities. He is pleased that the Board was able to see what he felt was an excessive plan. He is glad that they voted to reduce building heights and include parking. What has disappointed him about the whole process has been presenting it as a social justice issue to correct the injustices of past zoning decisions. He agrees with those characterizations of how suburban American has used zoning to exclude minorities and poor people. But the mandate that the state has handed to cities and towns has nothing to do with affordability. If the state rejects Arlington’s request to maintain affordability at 15%, the overlay district will be even less inclusive than the rest of the town. The way the whole process has been presented has been disingenuous.
- Susan Stamps, 39 Grafton Street – She thinks the Board has done a great job. The only thing that Green Streets Arlington is disappointed about is the removal of the recommendation of SITES for the environmental bonus versus the LEED Gold standard. Her research hasn’t shown her how the LEED Gold standard requires any of the outdoor environmental benefits they were looking for – sustainable landscaping, climate resilience, rain gardens, trees and bushes. Green Streets Arlington is very concerned. They are discussing the possibility of doing

a friendly amendment at Town Meeting. If the LEED Gold standard does include the environmental benefits they are looking for, they would appreciate the opportunity to learn more about it.

- Kristin Anderson, 12 Upham Road West, Town Meeting member – She has spent a lot of time watching this process. She is happy with how the Board has chosen to protect existing businesses and create a pathway for future planning for more commercial growth. That’s what she was most concerned about from the start.
- Grant Cook, Wollaston Ave – He was gratified to see a “Support MBTA Communities” sign at the Calvary Church. It was refreshing to see a church take the lead in social justice. A house is on the market right now in Arlington, just across the border from Winchester. The previous house was sold for about \$1,000,000, torn down and rebuilt, and listed for \$2,700,000. Multiple condos could have been built for that amount on that property, but the game is rigged, so that the only thing that exists is the house only available to the wealthy. He is glad to see the start of rolling back the protection of wealth in the system we’ve built. He hopes to see much more of it.

The Chair said that she would be happy to talk more with Ms. Stamps about the LEED Gold standard and also some of the alternative compliance paths which are included in the MBTA Communities overlay district article.

The Chair asked for a motion to adjourn. Mr. Lau so moved, and Mr. Benson seconded. The Board voted and approved unanimously.

Meeting **Adjourned** at 8:35 pm.

Arlington Redevelopment Board
Monday, October 16, 2023, at 7:30 PM
Community Center, Main Hall
27 Maple Street, Arlington, MA 02476
Meeting Minutes

This meeting was recorded by ACMi.

PRESENT: Kin Lau (Vice Chair), Eugene Benson, Stephen Revilak

ABSENT: Rachel Zsebery

STAFF: Claire Ricker, Director, Planning and Community Development, Marisa Lau, Senior Planner, Planning and Community Development

The Vice Chair called the meeting of the Board to order in the absence of the Chair.

The Vice Chair opened with **Agenda Item 1 – Public Hearing: Citizen Warrant Article 13 for Fall 2023 Special Town Meeting.**

ARTICLE 13 – MBTA COMMUNITIES ACT NEIGHBORHOOD DISTRICT (Citizen Article submitted by Wynelle Evans)

Wynelle Evans, Orchard Place, spoke. She submitted this Article but has since realized that she should have submitted an amendment. However, the process of gathering the signatures to get the Article on the Warrant was a worthwhile exercise. She gathered about two and a half times the required number of signatures and talked to a lot of people and got to hear their concerns. She is grateful to the Board for listening to those concerns. The decision to reconsider the building height maximum in the Neighborhood Multi-Family (NMF) District has gone a long way to making people feel heard and helping them feel that this will be a change in town that will be acceptable. She intends to submit an amendment at Town Meeting to further pursue the boundary of the NMF. She will not be pursuing Article 13 unless amendments at Town Meeting reverse the Redevelopment Board's decision about the height of buildings in the NMF.

Mr. Benson asked Ms. Evans if her amendment would include a revised parcel list and map. She said that it would. He also asked if her amendment would maintain a contiguous district of at least five acres, as required by the state. She said that she believes that she has figured out a way to maintain such a district, and that her presentation at Town Meeting will include the acreage.

Mr. Revilak asked Ms. Evans if she would be able to provide capacity calculations, and she said that would.

Mr. Lau asked if her map showing the boundaries would be similar to what has already been shown. She said that she is using the Scenario 3A map used by the Board as her underlying map, and it will show the changes she is making to the Board's proposal. She said that the footprint of the NMF district is being reduced. Mr. Lau said that if her amendment adds parcels, those owners may not have been given proper notice. She said that she spoke with Ms. Ricker, who told her that all property owners within 300 feet of the boundaries of the version of the proposed district presented to the Board on September 11 were notified. Her amendment adds a few parcels, but they are all within 300 feet of the previous boundary, so they have received notice.

The Vice Chair opened the floor to public comment.

- Grant Cook, Wollaston Ave, Precinct 16 – If this were an amendment being debated by the Board, he would encourage the Board to vote No Action. Many compromises have already been made that reduce the capacity of the overlay district, but people keep asking for more. The Board has already made significant changes to the proposal, and the reason given for those changes was to make new development in the NMF more consistent with the existing neighborhoods. If they're consistent with the neighborhood, they should be welcome in the neighborhood. Reducing the boundaries of the NMF to 250 feet from the midline of Mass Ave or Broadway is

change in the wrong direction. He thinks it should go to 450 feet. The plan we have is a good start, and he hopes further change will happen.

- Steve Moore, Piedmont Street – He thinks that 250 feet is a good compromise between those who want no change and those who support the approach that the Board has taken to date. He would like to know what the decrease in capacity is. Mr. Benson said that that question is out of scope, because it is not about what they are doing tonight, which is voting No Action on Article 13 because Ms. Evans does not wish to take it forward. The question about capacity is a question for when she presents her amendment to Town Meeting.

Mr. Benson moved that they recommend No Action on Article 13, and Mr. Revilak seconded. The Board voted and approved unanimously (3-0).

The Vice Chair moved to **Agenda Item 2 – Public Hearing: Docket #3602, 1207-1211 Massachusetts Avenue.**

The Vice Chair noted that because only three Board members are present, they cannot vote on Docket 3602. He would like to reschedule the public hearing on this Docket for a future meeting. He asked the applicant, James Doherty, if he would like to speak. Mr. Doherty said that he is prepared to return at a future date, and he did not feel the need to say anything at this time other than what he had said at a previous meeting. Ms. Ricker said that the hearing could be scheduled for the November 6 Board meeting.

Mr. Revilak moved that the public hearing on Docket #3602 be continued to November 6, 2023, at 7:30 pm or such time as the Board shall meet, and Mr. Benson seconded. The Board voted and approved unanimously (3-0).

The Chair moved to **Agenda Item 3 – Open Forum.**

- Ann LeRoyer, 12 Pierce Street – She was here to speak on Docket 3602. Mr. Doherty referred to speaking at a previous meeting, and she said that she was not aware of that and wanted to know if there was a record of it. Ms. Ricker said that Mr. Doherty attended the Board meeting on August 28, 2023, and he spoke during Open Forum, when he requested that the Board reopen Docket 3602 in order to extend the Special Permit granted in 2020. His request is reflected in the minutes of that meeting. She said that nothing new about this project has been presented since then. Ms. LeRoyer said that the original Docket Decision said that only one tree was to be cut down, but they have already cut down three trees behind the DAV building. She also said that at least five cars and trucks have been parked on the site for years. She would like to know if the bylaw addressing junk cars has ever been raised or applied. The junk cars are part of the abuse of the property that's been going on for years. Maybe eventually it will be improved with the proposed hotel, but it is currently a terrible-looking site. If the permit will be continued for even longer, she would hope that the town could look into whatever bylaws are applicable to deal with the site. Mr. Benson noted that the Board has no authority over junk cars. Mr. Lau suggested calling the Inspectional Services Department to pursue that issue.

The Chair moved to **Agenda Item 4 – New Business.**

Ms. Ricker reminded everyone that Town Meeting starts tomorrow night. The first night will include several Articles related to zoning in the business districts. It is not anticipated that Article 12, MBTA Communities Overlay District, will be taken up before Monday, October 23, 2023.

Mr. Revilak asked about the current situation with Calyx Peak, the cannabis dispensary proposed for 251 Summer Street. Ms. Ricker said that the public hearing on Calyx Peak (Docket 3752) is scheduled for November 6, 2023.

Mr. Revilak also asked if the Board had heard from Town Counsel about the voting thresholds for different Articles – which ones require a simple majority and which require a two-thirds majority. Ms. Ricker said that she has been trying to get an answer to that question from Town Counsel.

The Vice Chair asked for a motion to adjourn. Mr. Benson so moved, and Mr. Revilak seconded. The Board voted and approved unanimously.

Meeting **Adjourned** at 7:50 pm.

Arlington Redevelopment Board
Monday, October 23, 2023, at 7:00 PM
Arlington Town Hall Annex, First Floor Conference Room
730 Massachusetts Avenue, Arlington, MA 02476
Meeting Minutes

This meeting was recorded by ACMI.

PRESENT: Rachel Zsebery (Chair), Eugene Benson, Kin Lau, Stephen Revilak

STAFF: Claire Ricker, Director, Planning and Community Development; Marisa Lau, Senior Planner, Planning and Community Development

The Chair called the meeting of the Board to order.

The Chair opened with **Agenda Item 1 – Town Meeting Discussion.**

Ms. Ricker met with Utile to look at the amendments to Article 12, specifically those with a dimensional aspect – Evans, Worden, and Loreti – in order to determine what the reductions in capacity would be if those amendments pass. According to Utile, the reduction in capacity of any one of the amendments might be small enough to maintain compliance, but all three together would not. Mr. Benson spoke with the Town Moderator this afternoon about the fact that Article 12 proposes to comply with the MBTA Communities Law, and amendments that will bring the Article out of compliance should be considered out of scope. The Moderator then emailed the three proponents of the dimensional amendments saying that they would have to explain how their amendments would retain the required capacity.

The Chair noted that the Board would need to decide whether or not they support the amendments, but they will not address each amendment unless specifically asked to do so.

- Worden Amendment 2 proposes to increase setbacks to 25 feet in R1 districts and 20 feet in R2 districts under the overlay. According to Utile, the lack of cohesion in the underlying zoning means that it doesn't make sense to have different setbacks in R1 and R2 districts. The Amendment also proposes that new structures must be at least 20 feet from other structures but does not include a definition of "structure." Mr. Benson noted that the bylaws define "structure" as including not just houses, but also fences, garages, and patios, which means that this amendment would make new development impossible on many lots, resulting in a significant reduction in capacity. In addition, the MBTA Communities Overlay District may not include restrictions that do not apply elsewhere in town, and no other zoning in Arlington requires 20 feet between structures. The Board voted unanimously not to support Worden Amendment 2.
- Worden Amendment 1 is redundant. It does not add anything new to Article 12, and it includes the sort of unnecessary language that the Board has tried to get rid of in the zoning bylaw. The Board voted unanimously not to support Worden Amendment 1.
- The Evans Amendment proposes removing a large number of parcels from the NMF in Arlington Heights. According to Utile, if those parcels are removed, the Overlay District will have a capacity of approximately 2,392 units, which is compliant with the MBTA Communities Law. That number was determined in a real-time conversation this afternoon, and it may not be accurate. Mr. Revilak said that the person proposing the amendment should be responsible for the capacity calculations. Mr. Lau expressed concern about how the proponent had chosen which parcels to remove; he said that removing some and not others is a fairness issue that the Working Group was careful to avoid. Mr. Benson said that if Town Meeting maintains the 3-story maximum in the NMF, he would oppose the Evans Amendment. But if Town Meeting increases the maximum to 4 stories, he would agree with Ms. Evans' contention that the steep grade in Arlington Heights south of Mass Ave makes the proposed height of buildings in the NMF too tall. The Board voted unanimously not to support the Evans Amendment as long as the NMF maximum is 3 stories.

- The Bagnall-Fleming Amendment proposes increasing the NMF maximum from three to four stories. The Board has already discussed this issue extensively, and they have not been in agreement. The Board voted 2-2 about whether to support the Bagnall-Fleming Amendment.
- The Babiarz Amendment proposes placing a cap on the number of units permitted in the Overlay District of 2,050. The Chair said that she doesn't know how this could be enforced. Mr. Benson noted that the development allowed in the Overlay District will be by right, not by permit, so it makes no sense to limit the number permitted. He also thinks that limiting the number of units in the Overlay District violates the uniformity requirement, as no other zoning district in Arlington has such a limit. It's highly unlikely that 2,050 units will be developed in the near future, and Town Meeting can revisit this issue in 20 or 30 years. But if Article 12 is amended in this way now, it's possible that EOHL or the AG will reject it, requiring Arlington to start over with this process. The Board voted unanimously not to support the Babiarz Amendment.
- The Anderson Amendment initially proposed that 40% commercial space on the second floor, in addition to 60% commercial space on the first floor, be required for a bonus. In the Revised Amendment, she changed the word "shall" to "may," making second-floor commercial space optional. Mr. Benson said that he told Ms. Anderson that he would support the Amendment with that change. Mr. Revilak asked why it was necessary at all, since mixed-use development always allows for second-floor commercial space. Mr. Benson said that the bylaw is actually not clear about what is allowed on the second floor of a mixed-use building, so he thinks this Amendment helps to clarify that. Mr. Benson said that the change from "shall" to "may" has not been made on the annotated warrant because it was too late to make that change, so when Ms. Anderson presents her amendment, she will ask Town Meeting to accept her motion to amend the amendment. The Chair said that she agrees with the amendment, but she thinks that it is potentially confusing to include a percentage when it's about what's allowed and is neither a minimum nor a maximum. Mr. Benson proposed saying that the Board is in favor of the amendment but would prefer that it not include 40%. The Board agreed unanimously.
- Loreti Amendment 2 proposed reducing the height maximums. He disagrees with allowing a standard of 13 feet per floor; he thinks that makes sense on the first floor for commercial space, but that upper floors should be an average of 11 feet. The Chair said that 13 feet per floor is a standard that is widely accepted, and it gives developers the freedom to design properties in a variety of ways. Mr. Revilak noted that the Working Group wanted to make sure that the maximum height of the building as a whole wouldn't limit what could be done with the first floor. Mr. Lau also noted that many of the parcels are tight, and reducing the overall height would reduce the available wall space for windows, making it more difficult to get light into narrow units. The proposed reductions in height are not enough to have a significant impact on neighboring buildings, but allowing the extra inches on each floor can make a significant difference to quality of life inside those units. The Board voted unanimously not to support Loreti Amendment 2.
- Loreti Amendment 3 proposes removing the bonus for LEED Gold certified developments. The Chair said that Mr. Loreti doesn't understand the difference between the Certified and Certifiable standards, which she will address in her remarks. Because most buildings are built as LEED Gold Certifiable, he thinks that offering a bonus for that will give developers a bonus for something they would do anyway, and perhaps discourage them from offering more affordable units in order to get a bonus. The Chair will explain that for a building to be LEED Gold Certified requires a significant investment on a developer's part, and it's not something that most would be doing without the bonus. The Board voted unanimously not to support Loreti Amendment 3.
- Wagner Amendment 1 proposes that developments built partially in the MBMF district and partially in the NMF district should meet the requirements of the NMF district. The Board has already discussed this issue and opted to allow such developments to be subject to the requirements of the MBMF district for one parcel into the NMF. Mr. Revilak noted that the Board wanted to allow for parcel consolidation, and this amendment does the opposite. The Board voted unanimously not to support Wagner Amendment 1.
- Wagner Amendment 2 proposes to delete all bonuses. Mr. Revilak said that three strong preferences came out of the community engagement: sustainability, supporting business districts, and affordable housing. Article 12 contains a bonus for each of those three goals. This Amendment goes against the community preferences. Mr. Lau noted that bonuses are the only way to encourage those goals, as they cannot be required in the Overlay District. The Board voted unanimously not to support Wagner Amendment 2.

- The Revised Lane Amendment proposes to eliminate the bonus of zero setbacks. Mr. Revilak said that the impact of this amendment on square footage would effectively make the bonus for commercial space unattainable. The Board voted unanimously not to support the Revised Lane Amendment.
- Loreti Amendment 1 proposes requiring a minimum of 15% landscaped open space. Mr. Revilak said that given the required setbacks, most properties will meet 15%, even with surface parking. This Amendment would interact with the setback requirements. Mr. Benson said that the front setback is supposed to be landscaped, and this Amendment doesn't say whether or not it includes the front setback. Mr. Revilak said that the bylaw's definition of landscaped open space does not require it to be pervious. The note at the end of the dimensional tables in Article 12 is a stronger requirement for landscaping because it requires it to be pervious. The Board voted unanimously not to support Loreti Amendment 1.
- The Leone Amendment proposes that the parcel at 5-7 Winter Street, currently not included in the NMF District because it is on the National Register of Historic Places, be included. If excluded, it could end up being surrounded by multi-story buildings without being allowed to be redeveloped itself. Mr. Revilak noted that Mr. Leone's sister lives in that house and the owner of record is named Leone, so this is a Town Meeting member making a request on behalf of a family member. He is not opposed to it. Mr. Benson noted that the Historical Commission asked that all properties on the National Register be excluded, so it doesn't make sense to include this one property. Mr. Leone can come to Annual Town Meeting with a request to rezone the property, but it doesn't make sense to change the Overlay District to accommodate one specific property. The Chair said that the Board should not start picking and choosing individual lots. The Board voted unanimously not to support the Leone Amendment.

The Chair moved to **Agenda Item 2 – New Business.**

Mr. Benson requested that the Board's 2024 meeting schedule be added to the agenda of the November 6, 2023, meeting.

Sanjay Newton, Chair of the MBTA Communities Working Group, said that the Board could handle the potential confusion of the Anderson Amendment by putting forward an article at Annual Town Meeting next spring to clarify the wording.

The Chair asked for a motion to adjourn to Town Meeting. Mr. Lau so moved, and Mr. Benson seconded. The Board voted and approved unanimously.

Meeting **Adjourned to Town Meeting** at 7:50 pm.



Town of Arlington, Massachusetts

Continued Public Hearing: Docket #3752, Calyx Peak, 251 Summer Street

Summary:

7:40 pm Calyx Peak has requested that the Board vote to close the hearing for Docket #3752, opened on June 5, 2023. They intend to submit a new Special Permit application at a future point.

ATTACHMENTS:

| | Type | File Name | Description |
|---|--------------------|---|---|
| ▢ | Reference Material | Calyx_Peak_email_11012023_-_close_hearing.pdf | Calyx Peak email 11012023 - close hearing |

RE: Calyx Peak Hearing

From: Peter D'Agostino <peter@tenaxstrategies.com>

Sent: Wednesday, November 1, 2023 11:35 AM

To: Claire Ricker <cricker@town.arlington.ma.us>

Cc: Catherine Brown <catherine@tenaxstrategies.com>; Erin Carachilo <erin.carachilo@calyxpeak.com>; Marisa Lau <mlau@town.arlington.ma.us>

Subject: Re: June 5 Redevelopment meeting postpone

Hi Claire,

Unfortunately, the landlord has not signed off on the updated plans. To that end, we would like to accept your recommendation "asking the Board to close the hearing they opened in May with the idea that there will be a new project submission with an updated hearing schedule at some point this winter." I greatly appreciate your effort on this application and look forward to working with you as soon as the landlord has signed off. Please let me know if you need anything else from me or if you need us to appear at the upcoming meeting.

Sincerely,
Pete

Pete D'Agostino
Partner
Cell: 617-416-5344

From: Claire Ricker <cricker@town.arlington.ma.us>

Date: Wednesday, November 1, 2023 at 8:48 AM

To: Peter D'Agostino <peter@tenaxstrategies.com>

Cc: Catherine Brown <catherine@tenaxstrategies.com>, Erin Carachilo <erin.carachilo@calyxpeak.com>, Marisa Lau <mlau@town.arlington.ma.us>

Subject: RE: June 5 Redevelopment meeting postpone

Good Morning –

I think it's best for Calyx Peak to ask that the Redevelopment Board hearing be closed on Monday night until issues with the landlord are resolved and there are updated site plans and elevations for review. I've had several neighbors stop by my office to ask for status update on the project and when the project will be presented to the ARB. We've advertised this hearing several times as well without any updates to the plans submitted last May which are evidently unacceptable to the property owner – in fact we're supposed to have plans available for review right now in my office and a few neighbors have stopped by looking for them.

Please send updated plans and elevations by noon today or please send an email/letter asking the Board to close the hearing they opened in May with the idea that there will be a new project submission with an updated hearing schedule at some point this winter.

Thank you,
Claire Ricker

Claire V. Ricker, AICP
Director
Department of Planning and Community Development
Town of Arlington
cell: 978.656.1325



Town of Arlington, Massachusetts

Reopened Public Hearing: Docket #3602, 1207-1211 Massachusetts Avenue

Summary:

7:45 pm

Notice is herewith given that an application has been filed on September 21, 2023, by James F. Doherty for 1211 Mass Ave Realty Trust, at 1207-1211 Massachusetts Avenue, Arlington, MA, 02476, to re-open Special Permit Docket #3602 in accordance with the provisions of MGL Chapter 40A § 11, and the Town of Arlington Zoning Bylaw Section 3.4 Environmental Design Review. The applicant proposes to construct a 50-room hotel and restaurant at 1207-1211 Massachusetts Avenue within the B2 Neighborhood District and the B4 Vehicular Oriented Business District.

- Applicant will be provided 10 minutes for an introductory presentation.
- DPCD staff will be provided 5 minutes for an overview of their Public Hearing Memorandum.
- Members of the public will be provided time to comment.
- Board members will discuss Docket and may vote.

ATTACHMENTS:

| Type | File Name | Description |
|--------------------|---|---|
| Reference Material | Request_to_extend_2020_decision_-_10122023.pdf | Request to extend 2020 decision - 10122023 |
| Reference Material | FINAL_CERTIFIED_Decision_Docket_3602_1207-1211_Mass_Ave.pdf | FINAL CERTIFIED Decision Docket 3602 1207-1211 Mass Ave |
| Reference Material | 1211_Mass_Ave_080620_Submission-compressed.pdf | 1211 Mass Ave 08-06-2020 Submission |
| Reference Material | EDR_Public_Hearing_Memo_Docket_#3602_1207-1211_Mass_Ave_Final.pdf | EDR Memo from DPCD - July 2019 |
| Reference Material | Memo_to_ARB_re_Review_of_New_Material_Submissions_01-21-20.pdf | EDR Memo from DPCD - January 2020 |
| Reference Material | Memo_to_ARB_re_Docket_#3602_05-14-20.pdf | EDR Memo from DPCD - May 2020 |
| Reference Material | Memo_to_ARB_re_Docket_#3602_07-02-20.pdf | EDR Memo from DPCD - July 2020 |
| Reference Material | Memo_to_ARB_re_Docket_#3602_08-10-20.pdf | EDR Memo from DPCD - August 2020 |

October 12, 2023

Delivered via email

Honorable Rachel Zsembery, Chair
Arlington Redevelopment Board
730 Massachusetts Avenue
Town Hall, Arlington, Ma. 02476

Subject: Lexington Hotel, Permit Extension Request

Dear Madam Chair:

Thank you for including the above referenced matter on your Agenda for the ARB meeting on October 16, 2023. I am writing to formally request an extension of the Special Permit for the construction of Lexington Hotel located at 1207 & 1211 Massachusetts Ave., Arlington, Massachusetts.

This project received approval from the ARB on August 17, 2020. An appeal was filed, however it was dismissed by the court on December 8, 2020. Based on this we believe the permit is set to expire on December 9, 2023. Due to the global COVID-19 pandemic and its tremendous economic impacts, particularly in the Hospitality industry, all new construction ceased while owners and lenders tried to stabilize their existing operations.

In the last year we have seen the industry rebound, which was most evidenced by the strong contribution to the most recent national monthly jobs report. We remain committed to the completion of this project, which will provide significant revenue and support to the local community. In addition to real estate taxes, this project will create substantial Hotel and meals taxes, while not contributing to school costs.

Our request is not unprecedented as this type of relief was included in "The Permit Act" of 2010 as well as part of former Governor Bakers COVID-19 relief package. We would respectfully request an extension of two years to ensure that we can deliver a high-quality establishment to enhance the Arlington Heights area.

Your consideration of our request would be greatly appreciated, and we are eager to work collaboratively with the Redevelopment Board and Planning Department to ensure a successful project.

Thank you for your time and consideration, and we look forward to your response regarding this extension request.

Sincerely,



James Doherty, Manager
1211 Massachusetts Avenue Realty Trust

Cc: Claire Ricker

I hereby certify this is a True Copy of the Decision of the Arlington Redevelopment Board as filed with the Office of the Town Clerk of the Town of Arlington, Massachusetts on August 26, 2020 and that 20 days have elapsed after the Decision and no Appeal has been filed. ATTEST

Date of Issue

September 16, 2020

Town Clerk



TOWN CLERK'S OFFICE
ARLINGTON, MA 02170

2020 AUG 26 AM 9:40

RECEIVED

ARLINGTON REDEVELOPMENT BOARD

Arlington, Massachusetts
Middlesex, ss

DOCKET NO. 3602

DECISION
Special Permit Under
ENVIRONMENTAL DESIGN REVIEW

Applicant: James F. Doherty for 1211 Mass Ave Realty Trust
Property Address: 1207-1211 Massachusetts Avenue, Arlington, Massachusetts 02476

Hearing Dates: July 22, 2019, October 21, 2019, December 16, 2019, January 27, 2020, May 18, 2020, July 6, 2020, August 17, 2020

Date of Decision: August 17, 2020

20 Day Appeal Period Ends: September 15, 2020

Members
Approved

Opposed

Rachel J. Zentgraf
David M. Wade

Eugene B. Beason

Town Clerk's Certification

Juliana H. Bozelli

Date

9/16/2020

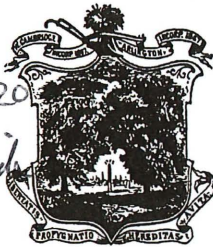


I hereby certify this is a True Copy of the Decision of the Arlington Redevelopment Board as filed with the Office of the Town Clerk of the Town of Arlington, Massachusetts on August 26, 2020 and that 20 days have elapsed after the Decision and no Appeal has been filed. ATTEST:

Date of Issue

September 16, 2020

Town Clerk



TOWN CLERK'S OFFICE
ARLINGTON, MA 02178

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Town of Arlington, Massachusetts

Department of Planning & Community Development

730 Massachusetts Avenue, Arlington, Massachusetts 02476

DECISION OF THE BOARD

Environmental Design Review Docket #3602

1207-1211 Massachusetts Avenue, Arlington, MA 02476

1211 Mass Ave Realty

August 17, 2020

This Decision applies to the application by James F. Doherty for 1211 Mass Ave Realty Trust to construct a mixed-use structure at 1207-1211 Massachusetts Avenue within the B2 Neighborhood Business District and the B4 Vehicular Oriented Business District. The site is comprised of two lots: 1207 Massachusetts Avenue and 1211 Massachusetts Avenue. The property owner was responsive to a Town Request for Proposals and entered into a Purchase & Sale Agreement to purchase the property at 1207 Massachusetts Avenue in order to construct a mixed-use building, which is desirable to the Town. The Board reviewed and approved an Environmental Design Review Special Permit under Section 3.4 of the Arlington Zoning Bylaw. The mixed-use building will include a hotel with 48 rooms and a restaurant on the ground floor. A public hearing was held on July 22, 2019 and continued to October 21, 2019, December 16, 2019, January 27, 2020, May 18, 2020, July 6, 2020, and August 17, 2020, when the public hearing was closed. A Decision was made on August 17, 2020.

Materials reviewed for this Decision:

- Application for EDR Special Permit and supporting materials June 20, 2019
- Plan Set June 20, 2019, updated August 21, 2019, updated November 25, 2019, updated December 12, 2019, updated June 23, 2020, updated August 6, 2020
- Environmental Design Review Public Hearing Memo from Department of Planning and Community Development (DPCD) July 16, 2019, update provided January 21, 2020, update provided May 14, 2020, update provided August 10, 2020
- Letters to J. Raitt from M. O'Connor January 21, 2020, May 11, 2020, June 24, 2020, August 10, 2020
- Memo to ARB re: Special Permit filing fees August 7, 2019
- Correspondence from D. Heim re: waiver of fees August 13, 2019
- Certified Vote on 2016 Annual Town Meeting Article 6

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- BSC Group Technical Appendix Traffic, Vehicle Crash Data, and Operations Analysis February 4, 2020
- Memo from D. Heim re: 3602 May 13, 2020
- Zoning Recodification vote and excerpts from guide May 13, 2020
- Memo from J. Doherty July 18, 2019
- Letter from C. Knight, Davidson Management, July 23, 2020
- Memo from Transportation Advisory Committee Working Group August 5, 2020
- DPCD Shadow Study and memo August 7, 2020
- Email from Disability Commission August 7, 2020
- Letter to J. Raitt from M. O'Connor regarding Transportation Advisory Committee memo August 12, 2020
- Email from M. O'Connor regarding Disability Commission comments August 13, 2020
- Written comments and related correspondence as follows from:
 - A. LeRoyer 12 Peirce Street, July 18, 2019, February 3, 2020, June 29, 2020
 - C. Loreti, 56 Adams Street, August 12, 2019, January 31, 2020, January 27, 2020, August 16, 2020
 - B. McCauley, 1184 Massachusetts Avenue, July 2, 2020
 - J.A. Preston, 42 Mystic Lake Drive, January 27, 2020
 - S. Revilak, 111 Sunnyside Ave., June 27, 2019
 - M. Sandler and S. Langelier, 18 Peirce Street, February 7, 2020
 - D. Seltzer, 104 Irving Street, January 24, 2020, March 8, 2020, March 12, 2020, May 1, 2020, May 14, 2020, May 18, 2020, August 7, 2020, August 9, 2020, August 17, 2020
 - E. Welton, 30 Peirce Street, February 25, 2020

The following criteria have been met, per Section 3.3.3, Arlington Zoning Bylaw:

1. Mixed-use, which as defined by the Zoning Bylaw includes lodging and commercial uses, requires a Special Permit in both the B2 Neighborhood Business District and the B4 Vehicular Oriented Business District. Mixed-use is additionally subject to Environmental Design Review under Section 3.4.G and due to the proposal's location on Massachusetts Avenue. Mixed-use is described as being allowed in Section 5.5.1 for both the B2 and B4 Districts, in particular in the B4 District when automotive-oriented uses close and are redeveloped.
2. The requested use is essential and desirable. The redevelopment of 1207 Massachusetts Avenue an undersized, non-conforming lot with a vacant, dilapidated building and the adjacent 1211 Massachusetts Avenue site with an automotive use occupying the entire corner lot is desirable for the public convenience and welfare. The mixed-use building of a small hotel and restaurant is well-positioned to take advantage of tourism opportunities along the Battle Road Scenic Byway. A hotel and restaurant in the immediate area is desirable to tourist groups seeking accommodations. The economic benefit gained through the hotel/motel tax and

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meals tax will also generate revenue, a stated goal of the Town of Arlington and the Redevelopment Board. Additionally, residents have voiced the critical importance of adding more restaurants and mixed-use development along this corridor which, according to the Arlington Master Plan, has the capacity for growth.

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3. The development will not create undue traffic congestion or unduly impair pedestrian safety. The development will limit congestion along Massachusetts Avenue by way of a semi-circular driveway limited to pick-up and drop-off and valet service. Valets will park vehicles for hotel guests in the lot provided. The hotel will assure that its guests do not park cars overnight in Arlington. Off-site parking will be provided for hotel and restaurant staff. Signage will direct and restrict traffic. Tour buses for hotel guests will not park in Arlington and will not traverse Clark Street. Restaurant patrons arriving by car will use available on street parking.
 4. The development introduces uses that differ from those presently on the sites that will not create hazards affecting health, safety, or the general welfare of the immediate area or in any other area of the Town. A stormwater system will be installed to control roof and surface stormwater runoff, and there will not be an impact on public utilities. Review by the Town Engineer will ensure that the development will not overload any public water, drainage, or sewer system, or other municipal system.
 5. No special regulations are applicable to the proposed development.
 6. The uses do not impair the integrity or character of the neighborhood. The mixed-use building is in keeping with adjacent land uses, particularly along Massachusetts Avenue. A new restaurant and hotel will not impair the integrity or character of the district or the adjoining districts and it will not be detrimental to health or welfare. The new building will provide connections between the Arlington Heights business district and other segments of the corridor. The hotel use in particular will provide greater access for tourists to Arlington's historic resources that make it part of the Battle Road Scenic Byway, including nearby historic and cultural amenities.
 7. The use will not be in excess or detrimental to the character of the neighborhood.

The following criteria have been met, per Section 3.4.4, Arlington Zoning Bylaw:

A. EDR-1 Preservation of Landscape

The existing site condition is primarily impervious, although a tree will need to be removed due to its location within the rear parking area. A 5-foot buffer is provided along the rear property line that will be planted with flowering pear trees and blue spruce. Planters along Massachusetts Avenue will provide screening and some relief from the roadway. There will be 1,581 square feet of landscaped open space and 3,384 square feet of usable open space.

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B. EDR-2 Relation of the Building to the Environment

The development straddles a B2 Neighborhood Business District and a B4 Vehicular Oriented Business District. The new building will be taller than most of the buildings in the immediate vicinity. However, on the opposite side of Massachusetts Avenue, the terrain quickly gains elevation and buildings appear much taller due to the elevation change.

The first story is set back beneath the second and third floors and an upper-story step back at the top of the third floor with roof deck and garden provides relief from the mass of the building and adds visual interest to the building. A shadow study completed by the owner and one completed by the Department of Planning and Community Development confirmed that extent of shadows on adjacent properties is limited from the new building. Although one tree will be removed from the rear of the property, the remaining mature trees provide some buffer between the adjacent residential properties and the development. A six-foot privacy fence will be installed to provide screening of the parking area.

C. EDR-3 Open Space

The development will provide open space on the existing primarily impervious site and will add usable and landscaped open space. A front patio along Massachusetts Avenue includes more than 256 square feet publicly usable open space.

D. EDR-4 Circulation

The development includes 24 parking spaces for vehicles, including one HC vehicle space, either under the building or at the rear of the property in a garage or at surface level respectively. Parking is accessed via Clark Street. A parking reduction under Section 6.1.5 has been granted. A semi-circular driveway on Massachusetts Avenue will serve as a pickup and drop-off zone. A Transportation Management Plan has been provided. Parking for bicycles has been provided. Signage related to turns, parking, and valet service will be installed. The development improves on-site infrastructure and proposes improvements to abutting public infrastructure along sidewalks, curb cuts, and curb treatments.

E. EDR-5 Surface Water Drainage

The development will include a subsurface infiltration system under the parking lot to control surface runoff. Roof drains will connect into the system to carry runoff from the roof. The size and location of the subsurface infiltration system will be confirmed by the Town Engineer. In addition to this structural solution, the developer will include the installation of previous pavers within the patio areas along Massachusetts Avenue.

F. EDR-6 Utilities Service

All new utility connections will be underground.

G. EDR-7 Advertising Features

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The development includes conceptual signage consistent with the sign bylaw in terms of placement, location, and size. Final review of any signage remains with the Arlington Redevelopment Board.

H. EDR-8 Special Features

All special features are appropriately set back and screened.

I. EDR-9 Safety

The development meets all relevant health and safety codes.

J. EDR-10 Heritage

The one story garage building at 1211 Massachusetts Avenue and one story building at 1207 Massachusetts Avenue will be removed from the site. Neither structure has been deemed as being historic, traditional, or significant uses, structures, or architectural elements. Two properties on the opposite side of Massachusetts Avenue (1210 Massachusetts Avenue and 1218-1222 Massachusetts Avenue) are under the jurisdiction of the Historical Commission. The redevelopment of the subject property will not disrupt historic, traditional, or significant uses, structures, or architectural elements that exist on the adjacent properties.

K. EDR-11 Microclimate

There will be no adverse impacts on air and water resources or on temperature levels of the immediate environment.

L. EDR-12 Sustainable Building and Site Design

The proposed building will meet the Massachusetts Energy Stretch Code as required for all new buildings.

The project must adhere to the following General Conditions:

1. The final design, sign, exterior material, landscaping, screening, bicycle racks, and exterior lighting plans shall be subject to the approval of the Arlington Redevelopment Board at the time when future operators are identified. Any substantial or material deviation during construction from the approved plans and specifications is subject to the written approval of the Arlington Redevelopment Board. At the time of the final design submission, there will be no changes that will adversely affect the adjacent residential properties and no changes or modification to the proposed massing of the building will be permitted.
2. Any substantial or material deviation during construction from the approved plans and specifications is subject to the written approval of the Arlington Redevelopment Board.

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3. The Board maintains continuing jurisdiction over this permit and may, after a duly advertised public hearing, attach other conditions or modify these conditions as it deems appropriate in order to protect the public interest and welfare.
4. Snow removal from all parts of the site, as well as from any abutting public sidewalks, shall be the responsibility of the Owner and shall be accomplished in accordance with Town Bylaws.
5. Trash shall be picked up only on Monday through Friday between the hours of 7:00 am and 6:00 pm. All exterior trash and storage areas on the property, if any, shall be properly screened and maintained in accordance with the Town Bylaws.
6. The Owner shall provide a statement from the Town Engineer that all proposed utility services have adequate capacity to serve the development. The Owner shall provide evidence that a final plan for drainage and surface water removal has been reviewed and approved by the Town Engineer.
7. Upon installation of landscaping materials and other site improvements, the Owner shall remain responsible for such materials and improvements and shall replace and repair as necessary to remain in compliance with the approved site plan.
8. Upon the issuance of the building permit the Owner shall file with the Inspectional Services Department and the Police Department the names and telephone numbers of contact personnel who may be reached 24 hours each day during the construction period.

The project must adhere to the following Special Conditions:

1. The rear parking lot shall be operated by a valet service only. The hotel spaces shall be available only for hotel overnight guests. Rear parking will not be used for or by restaurant patrons, hotel or restaurant staff, or persons other than the hotel's overnight guests via valet. Signage to that effect shall be conspicuously posted in the rear parking area. This shall be required of any future hotel and restaurant operators.
2. The Owner shall install a sign that prohibits right turns onto Clark Street from the rear parking lot. Future operators of the hotel and restaurant must enforce this policy with the valet operators.
3. A complete Transportation Demand Management Plan shall be submitted to the Department of Planning and Community Development for review and approval, including furnishing the Department with any final lease or other such agreements for parking off-site. The TDM Plan shall finalize all available off-site parking for employees and tour buses, and overflow guest valet parking, as well as identify

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ways the restaurant and hotel operators will incentivize employees to utilize other modes of transportation besides a personal vehicle.

4. The Owner is responsible for repairing the sidewalk between Massachusetts Avenue and the project driveway along the site frontage of Clark Street. The Owner is also responsible for installing ADA-compliant curb ramps and detectable warning panels at the intersection of Massachusetts Avenue and Clark Street adjacent to the property and at the project's driveway on Massachusetts Avenue. The design and construction of which shall be reviewed and approved by the Engineering Department.
5. The Owner is responsible for executing a Memorandum of Understanding (MOU) with the Select Board, to run concurrent with the 40-year mixed-use restriction to ensure that public access during daylight hours is afforded on the site for not less than seven (7) days per week and scheduled events not less than two (2) days per week in exchange for an increase in the floor area ratio. The Owner shall work with the Department of Planning and Community Development to identify a reasonable scheduling and signage plan to be included in the MOU.
6. The Owner shall limit deliveries to the site between 8:30 AM and 2:00 PM and shall require that the delivery vehicles accessing the site can utilize the front or rear driveways for loading and unloading thereby preventing the need for loading and unloading on Massachusetts Avenue or Clark Street. Service and trash removal trucks accessing the rear parking area shall not exceed 38 feet in length.
7. The Owner shall ensure full compliance with Architectural Access Board and Americans with Disabilities requirements for all program and building components and all outdoor areas, including parking.
8. The required building setback for the building in relation to Clark Street is reduced based on specific conditions unique to the proposal. There are no residences on the same block and side of Clark Street that face Clark Street. Further, the residence facing Peirce Street at the corner of Clark Street and Pierce Street has a side yard on Clark Street of only a few feet in depth. In addition, the plans show that the building position will provide adequate sight lines at that corner.
9. The Owner shall provide a sidewalk connection on the east side of the semi-circle driveway to the main hotel entrance on Massachusetts Avenue.
10. The Owner will provide a chamfer planting bed on the sidewalk at the corner of Massachusetts Avenue and Clark Street to create additional space for accessibility and maneuvering around plantings and utilities.
11. The Owner shall ensure that tour buses will not be allowed to turn onto Clark Street in order to travel through the neighborhood.

SPECIAL PERMIT - SITE PLAN REVIEW

1211 Massachusetts Avenue
Arlington, MA 02476

August 6, 2020



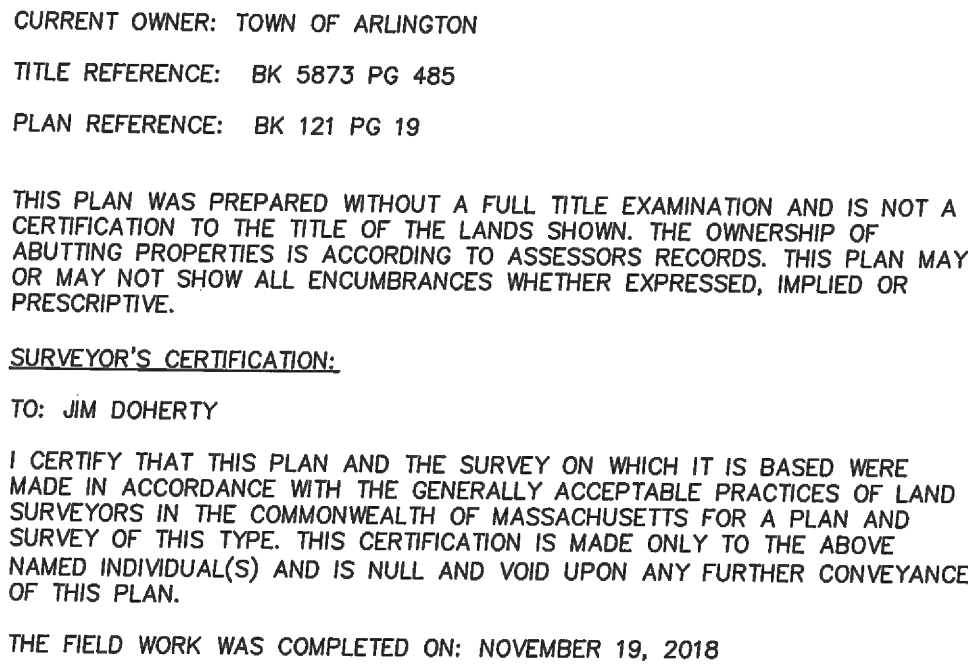
LINCOLN ARCHITECTS LLC
1 Mount Vernon Street, Suite 203
Winchester, MA 01890
781.721.7721

LOCUS PLAN



DRAWING LIST

| ARCHITECTURAL | |
|---------------|---|
| COVER SHEET | |
| C-1 | EXISTING CONDITION PLAN |
| C-2 | SITE LAYOUT PLAN |
| C-3 | GRADING PLAN |
| ES.1 | SITE PHOTOMETRIC PLAN |
| E1.1 | FOURTH FLOOR PHOTOMETRIC PLAN |
| L1.1 | LANDSCAPE PLAN |
| A0.1 | RENDERING IMAGE / VIEW FROM MASSACHUSETTS AVENUE |
| A0.2 | RENDERING IMAGE / BIRDS EYE VIEW FROM MASSACHUSETTS AVENUE |
| A0.3 | RENDERED IMAGE / SET IN PHOTO-VIEW FROM MASSACHUSETTS AVENUE I |
| A0.4 | RENDERED IMAGE / SET IN PHOTO-VIEW FROM MASSACHUSETTS AVENUE II |
| A0.5 | RENDERED IMAGE / SET IN PHOTO-VIEW FROM CLARK STREET |
| A1.1 | LOWER LEVEL/MAIN LEVEL FLOOR PLAN |
| A1.2 | SECOND & THIRD FLOOR PLAN/FOURTH FLOOR PLAN |
| A3.1 | ROOF PLAM / BUILDING SECTION |
| A4.1 | BUILDING ELEVATIONS |
| A4.2 | BUILDING ELEVATIONS |
| A5.1 | EXISTING BUILDING - SHADOW STYDY/SUMMER SOLSTICE |
| A5.2 | EXISTING BUILDING - SHADOW STYDY/WINTER SOLSTICE |
| A5.3 | EXISTING BUILDING - SHADOW STYDY/AUTUMN EQUINOX |
| A5.4 | EXISTING BUILDING - SHADOW STYDY/SPRING EQUINOX |
| A6.1 | PROPOSED BUILDING - SHADOW STYDY/SUMMER SOLSTICE |
| A6.2 | PROPOSED BUILDING - SHADOW STYDY/WINTER SOLSTICE |
| A6.3 | PROPOSED BUILDING - SHADOW STYDY/AUTUMN EQUINOX |
| A6.4 | PROPOSED BUILDING - SHADOW STYDY/SPRING EQUINOX |



PLAN REFERENCE: BK 121 PG 19

THIS PLAN WAS PREPARED WITHOUT A FULL TITLE EXAMINATION AND IS NOT A CERTIFICATION TO THE TITLE OF THE LANDS SHOWN. THE OWNERSHIP OF ABUTTING PROPERTIES IS ACCORDING TO ASSESSORS RECORDS. THIS PLAN MAY OR MAY NOT SHOW ALL ENCUMBRANCES WHETHER EXPRESSED, IMPLIED OR PRESCRIPTIVE.

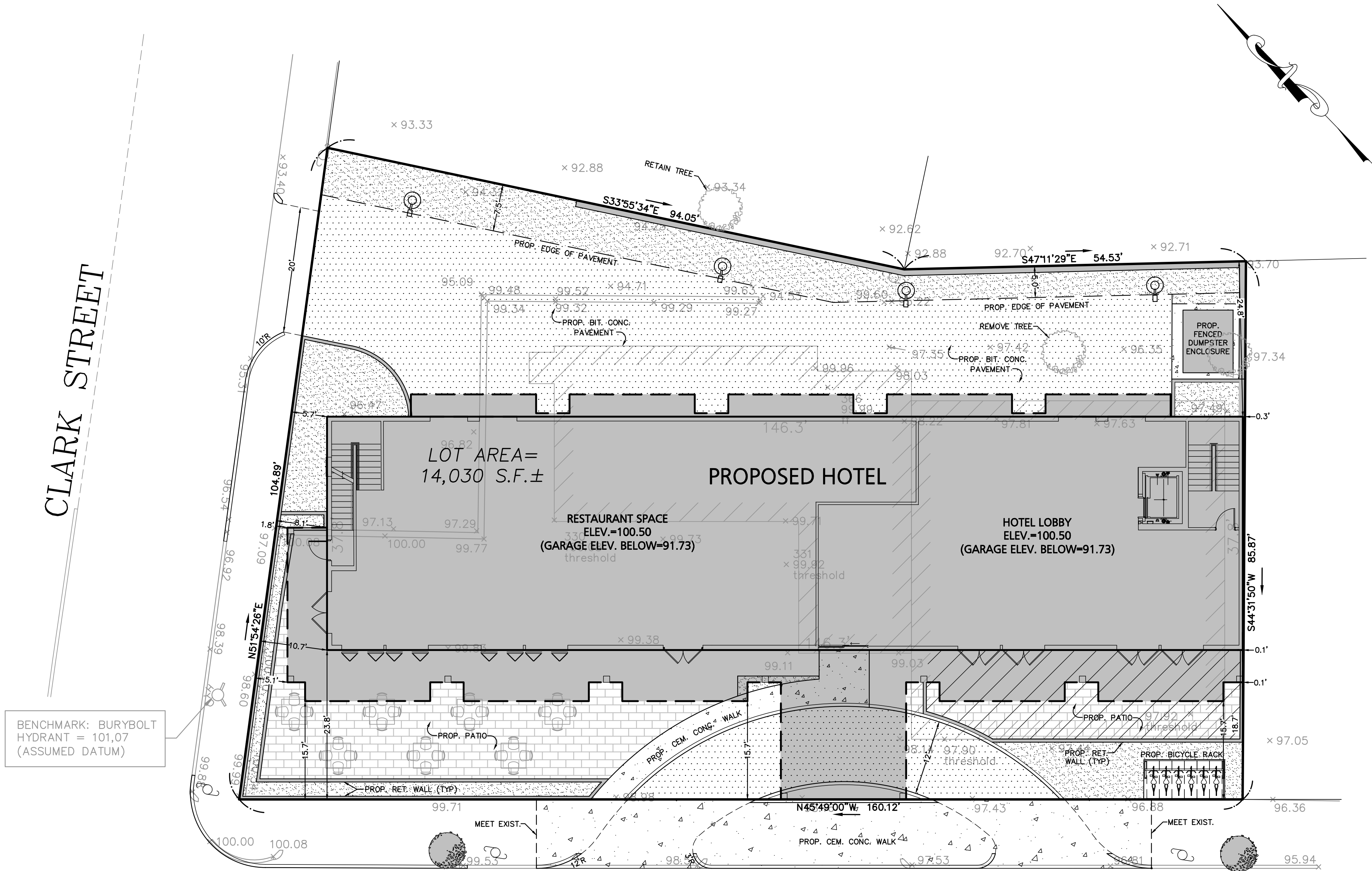
SURVEYOR'S CERTIFICATION:

TO: JIM DOHERTY

I CERTIFY THAT THIS PLAN AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE GENERALLY ACCEPTABLE PRACTICES OF LAND SURVEYORS IN THE COMMONWEALTH OF MASSACHUSETTS FOR A PLAN AND SURVEY OF THIS TYPE. THIS CERTIFICATION IS MADE ONLY TO THE ABOVE NAMED INDIVIDUAL(S) AND IS NULL AND VOID UPON ANY FURTHER CONVEYANCE OF THIS PLAN.

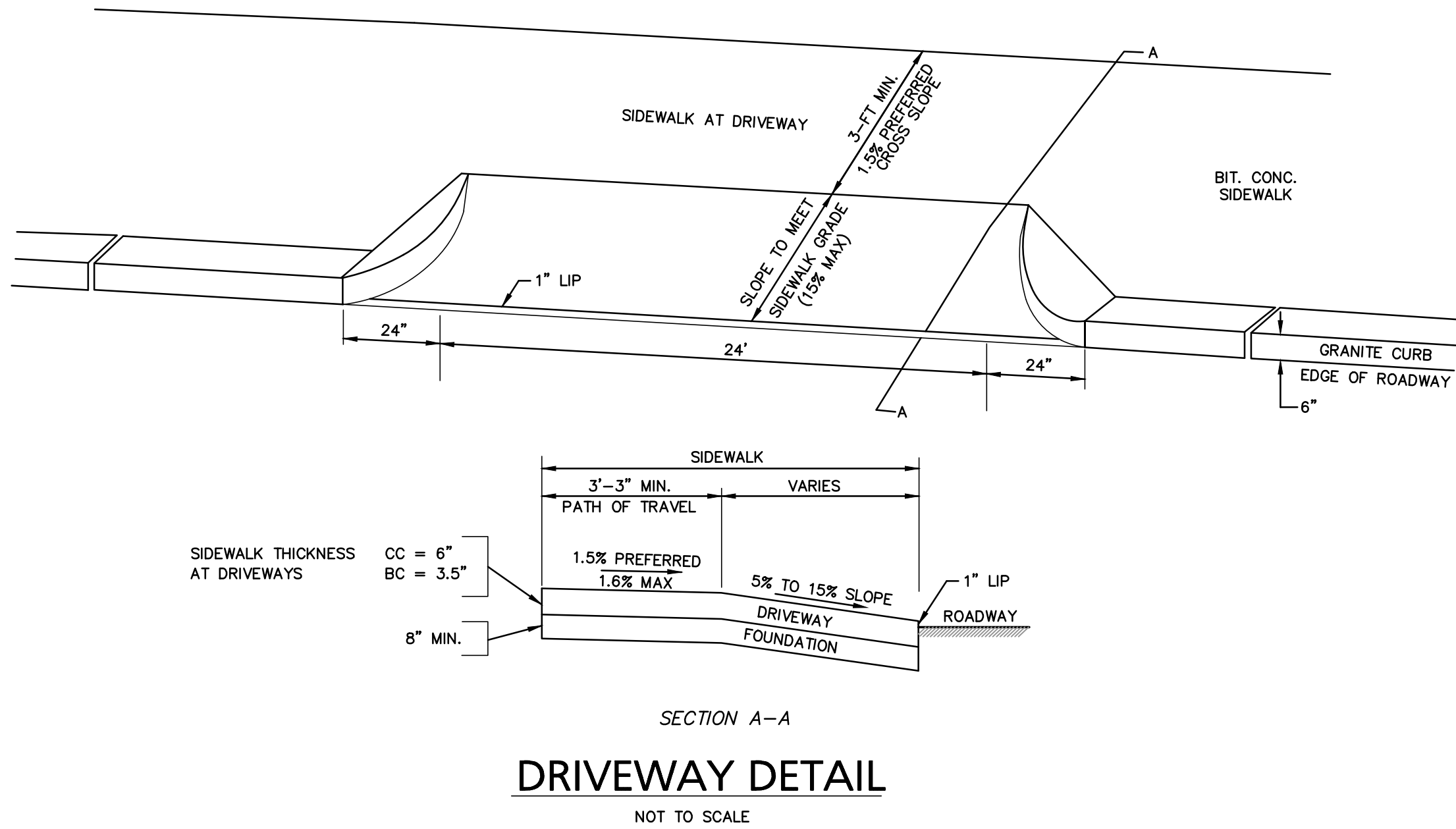
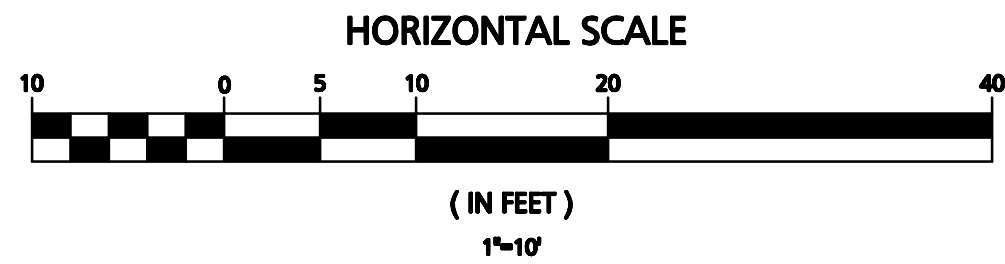
THE FIELD WORK WAS COMPLETED ON: NOVEMBER 19, 2018

[illegible]



BENCHMARK: BURYBOLT
HYDRANT = 101.07
(ASSUMED DATUM)

MASSACHUSETTS AVENUE



LEGEND - SITE LAYOUT PLAN

| | |
|----------------------------|--|
| PROPERTY LINE | |
| PROPOSED CURB | |
| PROPOSED BUILDING | |
| PROPOSED BUILDING OVERHANG | |
| PROPOSED BIT. CONC. | |
| PROPOSED LANDSCAPING | |
| PROPOSED CEM. CONC. | |
| PROPOSED PERV. PAVER | |
| PROPOSED WALL | |

PARKING CALCULATIONS

| COMPONENT | REQUIRED | PROPOSED |
|---------------------|--|------------------------------|
| HOTEL (50 ROOMS) | 50 SPACES (1 SPACE PER ROOM) 50 ROOMS x 1 spaces = 50 Spaces | 24 SPACES (Garage Spaces) |
| TOTAL | 50 SPACES | 24 SPACES |

NOTE:
1A. RESTAURANT USE UNDER 3,000 S.F. DOES NOT REQUIRE PARKING
2A. STANDARD PARKING SPACES ARE 9'X18'
3A. RELIEF REQUESTED TO ALLOW 24 SPACES WHERE 50 ARE REQUIRED.

OPEN SPACE CALCULATION

GROSS FLOOR AREA = 23,135 S.F.
TOTAL OPEN SPACE = 4,492± S.F.
19.4% OPEN SPACE
BREAKDOWN OF OPEN SPACE:
LANDSCAPED: 1,933 S.F.
PATIO: 2,315 S.F.
CEM. CONC. SIDEWALK: 244 S.F.

PREPARED BY:

Engineering Alliance, Inc.
Civil Engineering & Land Planning Consultants
194 Central Street
Saugus, MA 01906
Tel: (781) 231-1349
Fax: (781) 417-0020

PROJECT: Proposed Site Plan
1211 Massachusetts Avenue
(Parcel ID: 58-11-1 & 57-4-14)
Arlington, Massachusetts

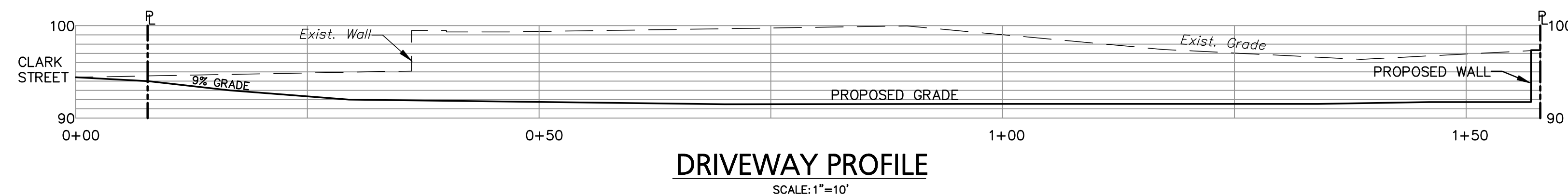
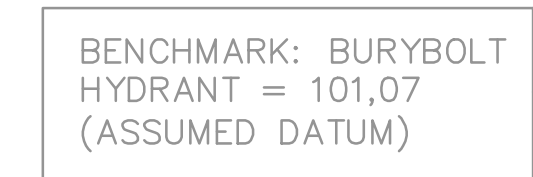
PROJECT #: 20-59805
DATE: August 5, 2020
SCALE: AS NOTED
DWG FILE NAME: 20-59805.dwg
DESIGN BY: Eric Bradanes, P.E.
CHECKED BY: Richard A. Salvo, P.E.



Professional Engineer for
Engineering Alliance, Inc.

Lincoln Architects LLC
1 Mount Vernon Street, Suite 203
Winchester, Massachusetts 01890

DWG. NO. C-2
DRAWING TITLE: Site Layout Plan



| LEGEND - GRADING PLAN | |
|----------------------------|--------|
| PROPERTY LINE | |
| PROPOSED CURB | |
| PROPOSED BUILDING | |
| PROPOSED BUILDING OVERHANG | |
| PROPOSED SPOT SHOT | 100.50 |
| PROPOSED FLOW ARROW | |
| PROPOSED BIT. CONC. | |
| PROPOSED LANDSCAPING | |
| PROPOSED CEM. CONC. | |
| PROPOSED PERV. PAVER | |
| PROPOSED WALL | |

GENERAL NOTES:

1. THE CONTRACTOR IS SPECIFICALLY CAUTIONED THAT THE LOCATION AND/OR ELEVATION OF EXISTING UTILITIES AND STRUCTURES AS SHOWN ON THESE PLANS IS BASED ON RECORDS OF VARIOUS UTILITY COMPANIES AND WHERE POSSIBLE, MEASUREMENTS TAKEN IN THE FIELD. THIS INFORMATION IS NOT TO BE RELIED UPON AS BEING EXACT OR COMPLETE. THE LOCATION OF ALL UNDERGROUND UTILITIES AND STRUCTURES SHALL BE VERIFIED IN THE FIELD BY THE CONTRACTOR PRIOR TO THE START OF CONSTRUCTION. THE CONTRACTOR MUST CONTACT THE APPROPRIATE UTILITY COMPANY, ANY GOVERNING PERMITS AUTHORITY, AND "DIGSAFE" AT LEAST 72 HOURS PRIOR TO ANY EXCAVATION WORK TO REQUEST EXACT FIELD LOCATION OF UTILITIES AND THE ENGINEER SHALL BE NOTIFIED IN WRITING OF ANY UTILITIES INTERFERING WITH THE PROPOSED CONSTRUCTION. THE APPROPRIATE UTILITY COMPANY SHALL BE NOTIFIED IN WRITING OF ANY INTERFERENCE. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO RELOCATE ALL EXISTING UTILITIES WHICH CONFLICT WITH THE PROPOSED IMPROVEMENTS SHOWN ON THE PLAN.
2. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ESTABLISHING AND MAINTAINING ALL CONTROL POINTS AND BENCHMARKS NECESSARY FOR THE WORK.
3. THE CONTRACTOR SHALL EXCAVATE TEST PITS PRIOR TO COMMENCING WORK TO DETERMINE THE EXACT LOCATION OF ALL EXISTING UTILITY SERVICES.
4. ALL PROPOSED WORK SHALL BE PERFORMED IN FULL COMPLIANCE WITH THE TOWN OF ARLINGTON, AND IS SUBJECT TO QUALITY CONTROL TESTING AT THE DISCRETION OF THE ENGINEERING DEPT. AT THE EXPENSE OF THE CONTRACTOR. THE CONTRACTOR SHALL NOTIFY THE TOWN OF ARLINGTON D.P.W. PRIOR TO THE COMMENCEMENT OF ANY UTILITY WORK.
5. ANY CHANGE IN THE FIELD CONDITIONS SHOULD BE REPORTED TO THE ENGINEER TO ENSURE THAT ANY MODIFICATIONS TO THE ORIGINAL DESIGN CONFORM TO STANDARD CONSTRUCTION AND TO THE DESIGN INTENTION. THE CONTRACTOR SHALL PROTECT THE PROJECT'S NEEDS AND COMPLY WITH APPLICABLE STANDARDS AND REGULATIONS.
6. REFER TO ARCHITECTURAL PLANS FOR PROPOSED PARKING LAYOUT.
7. SIZE, LOCATION, AND DEPTH OF PROPOSED SUBSURFACE INFILTRATION FIELDS ARE SHOWN FOR CONCEPTUAL PURPOSES ONLY. CONTRACTOR IS TO DIG A TEST PIT TO DETERMINE SUBSURFACE CONDITIONS AND TO CORRELATE WITH THE INFORMATION SHOWN ON THE PLAN. THE SUBSURFACE INFILTRATION SHOWN ON THIS PLAN ASSUMES THE VOLUME OF A 10-YEAR STORM EVENT FOR THE PROPOSED ROOF AREA ONLY. THIS AREA IS BASED ON THE VOLUME PROVIDED BY CULTEC R-150XLH CHAMBERS AND ASSUMES SEPARATION TO THE ESTIMATED SEWAGE HIGH WATER TABLE. THE CONTRACTOR SHALL VERIFY ALL CONDITIONS WILL NEED TO BE VERIFIED PRIOR TO FINAL DESIGN OF SYSTEM.

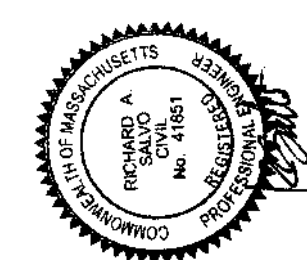
PREPARED BY:

PROJECT:

PREPARED FOR:

1211 Massachusetts Avenue
(Parcel ID: 58-11-1 & 57-4-14)
Arlington, Massachusetts

| | |
|---------------------------------|------------------------------------|
| PROJECT #: 20-59805 | DATE: June 18, 2020 |
| SCALE: AS NOTED | DWG FILE NAME: 20-59805.dwg |
| DESIGN BY: Eric Bradanese, P.E. | CHECKED BY: Richard A. Salvo, P.E. |

Professional Engineer for
Engineering Alliance, Inc.

Lincoln Architects LLC
1 Mount Vernon Street, Suite 203
Winchester, Massachusetts 01890

DRAWING TITLE:
Grading Plan

VG. NO.

Grading Fall

| REVISOR PER HEARING COMMENTS | DESCRIPTION OF REVISION |
|------------------------------|-------------------------|
| | |

8/5/20
DATE

Tel: (781) 231-1349
Fax: (781) 417-0020



Consultants



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Federal laws subject to the prescribed penalties.

Revisions

PROPOSED HOTEL COMPLEX
1211 Massachusetts Avenue
Arlington, MA

Scale: 3/32" = 1'-0"

| LIGHTING FIXTURE SCHEDULE | | | | | | | |
|---------------------------|---------------|----------------------------|---------|---------|----------|----------|---|
| TYPE | MANUFACTURER | CATALOGUE # | LAMPING | | | MOUNTING | REMARKS |
| | | | TYPE | WATTAGE | QUANTITY | | |
| AA | MCGRAW EDISON | GLEON-AF-01-LED-E1-SL4-HSS | LED | 59W | | POLE | MOUNTED ON 10'-0" POLE W/ 2'-0" CONCRETE BASE |
| BB | MCGRAW EDISON | GLEON-AF-01-LED-E1-SL4-HSS | LED | 59W | | POLE | MOUNTED ON 10'-0" POLE W/ 2'-0" CONCRETE BASE |
| CC | HALO | HC420D010-HM412835-41MDC | LED | 20 | | RECESSED | RECESSED CANOPY DOWNLIGHT |

Date Issued
06/23/20

ES.1



T 781.721.7721
F 781.721.0005
www.lincarc.com

1308 GRAFTON STREET
WORCESTER, MASSACHUSETTS 01604

PHONE: (508) 757-7793 * FAX: (508) 753-2309
REFERENCE NO.: 20107

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[illegible]

PROPOSED HOTEL COMPLEX
1211 Massachusetts Avenue
Arlington, MA

FOURTH FLOOR BALCONY PLAN - PHOTOMETRIC LIGHTING

Scale: 3/16" = 1'-0"

| LIGHTING FIXTURE SCHEDULE | | | | | | | |
|---------------------------|--------------|-------------|---------|---------|----------|----------|-------------------|
| TYPE | MANUFACTURER | CATALOGUE # | LAMPING | | | MOUNTING | REMARKS |
| | | | TYPE | WATTAGE | QUANTITY | | |
| AA | OXYGEN | 3-711-2XX | LED | 24.1W | | WALL | MOUNTED 6'-3" AFF |

FOURTH FLOOR
BALCONY PLAN
PHOTOMETRIC PLAN

Project Number
2017.032

Drawing Scale
3/16"=1'-0"

Drawn By
GCR

Checked By
GMc

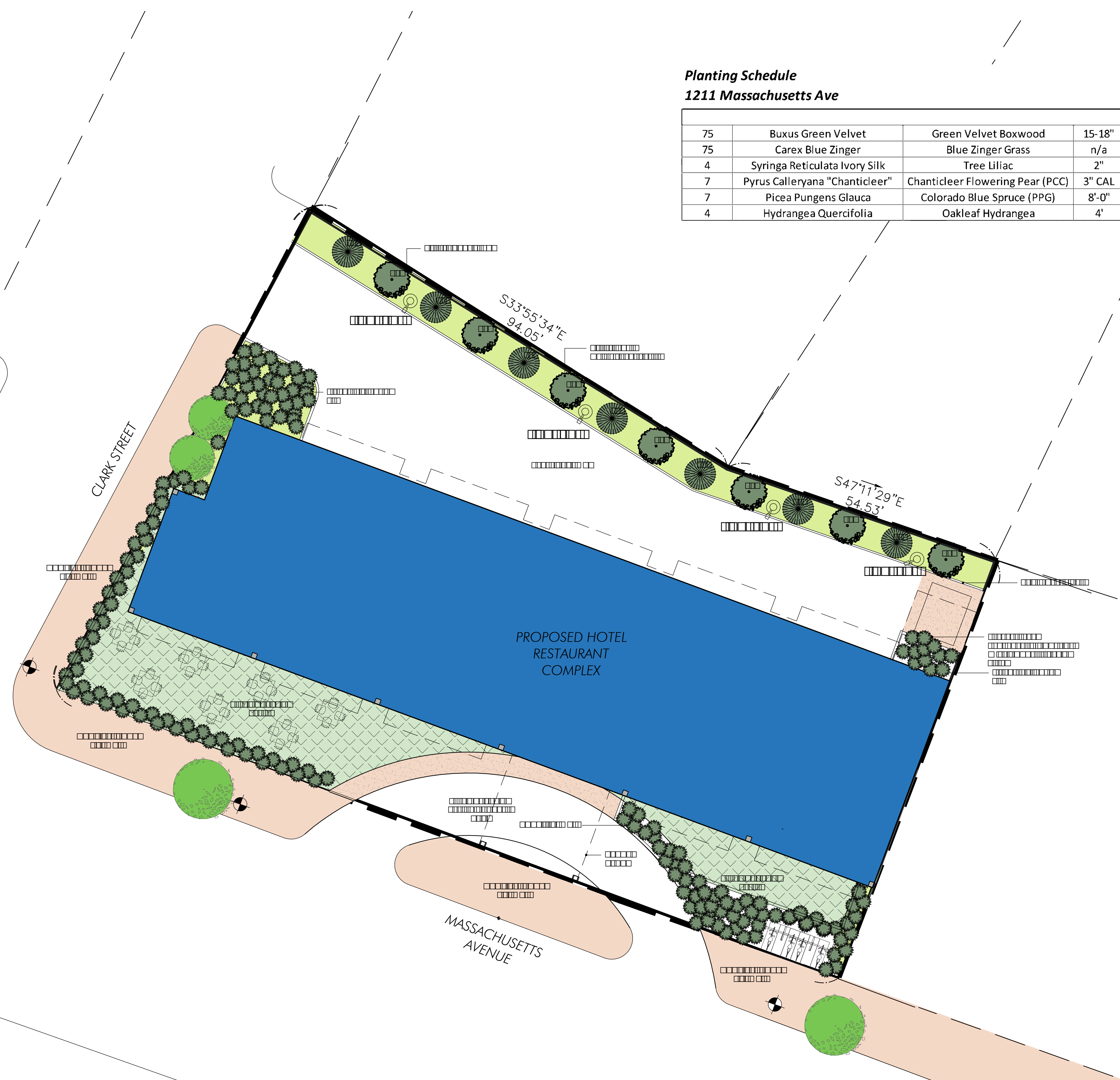
Date Issued
06/23/20

E1.1



Revisions

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|----|--------------------------------|----------------------------------|--------|-------|
| 75 | Buxus Green Velvet | Green Velvet Boxwood | 15-18" | Front |
| 75 | Carex Blue Zinger | Blue Zinger Grass | n/a | Front |
| 4 | Syringa Reticulata Ivory Silk | Tree Lilac | 2" | Rear |
| 7 | Pyrus Calleryana "Chanticleer" | Chanticleer Flowering Pear (PCC) | 3" CAL | Rear |
| 7 | Picea Pungens Glauca | Colorado Blue Spruce (PPG) | 8'-0" | Rear |
| 4 | Hydrangea Quercifolia | Oakleaf Hydrangea | 4' | side |

[illegible]

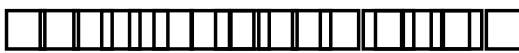
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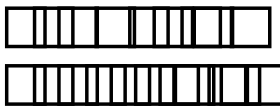
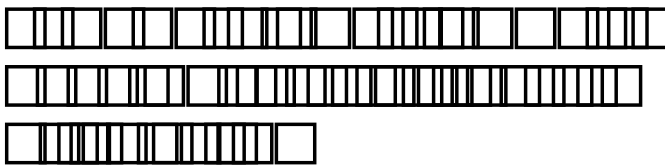


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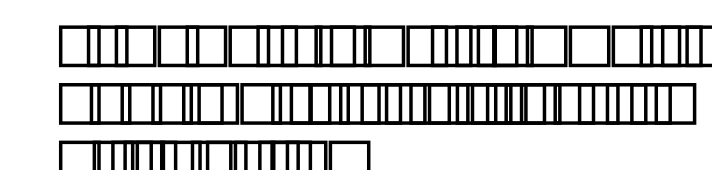
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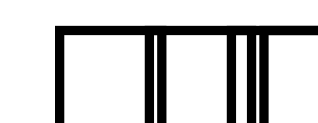
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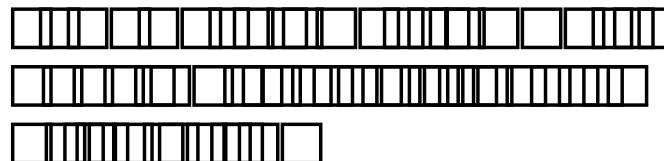




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Project Number

2024001

Drawing Scale

1/4" = 1'-0"

Drawn By

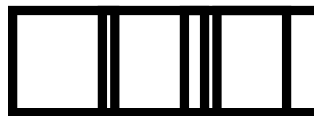
J. Smith

Checked By

M. Jones

Date Issued

01/15/2024

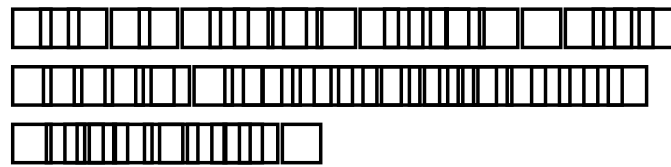




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Project Number

2024001

Drawing Scale

1/8" = 1'-0"

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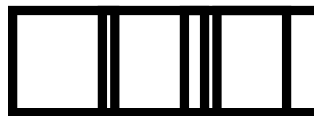
JD

Checked By

JD


Date Issued

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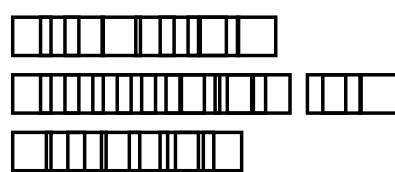
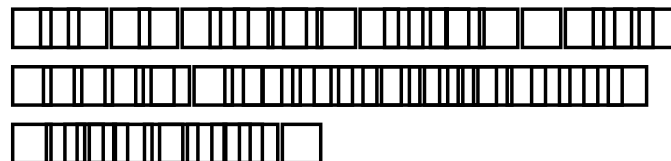




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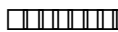
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Revisions

1
A1.1

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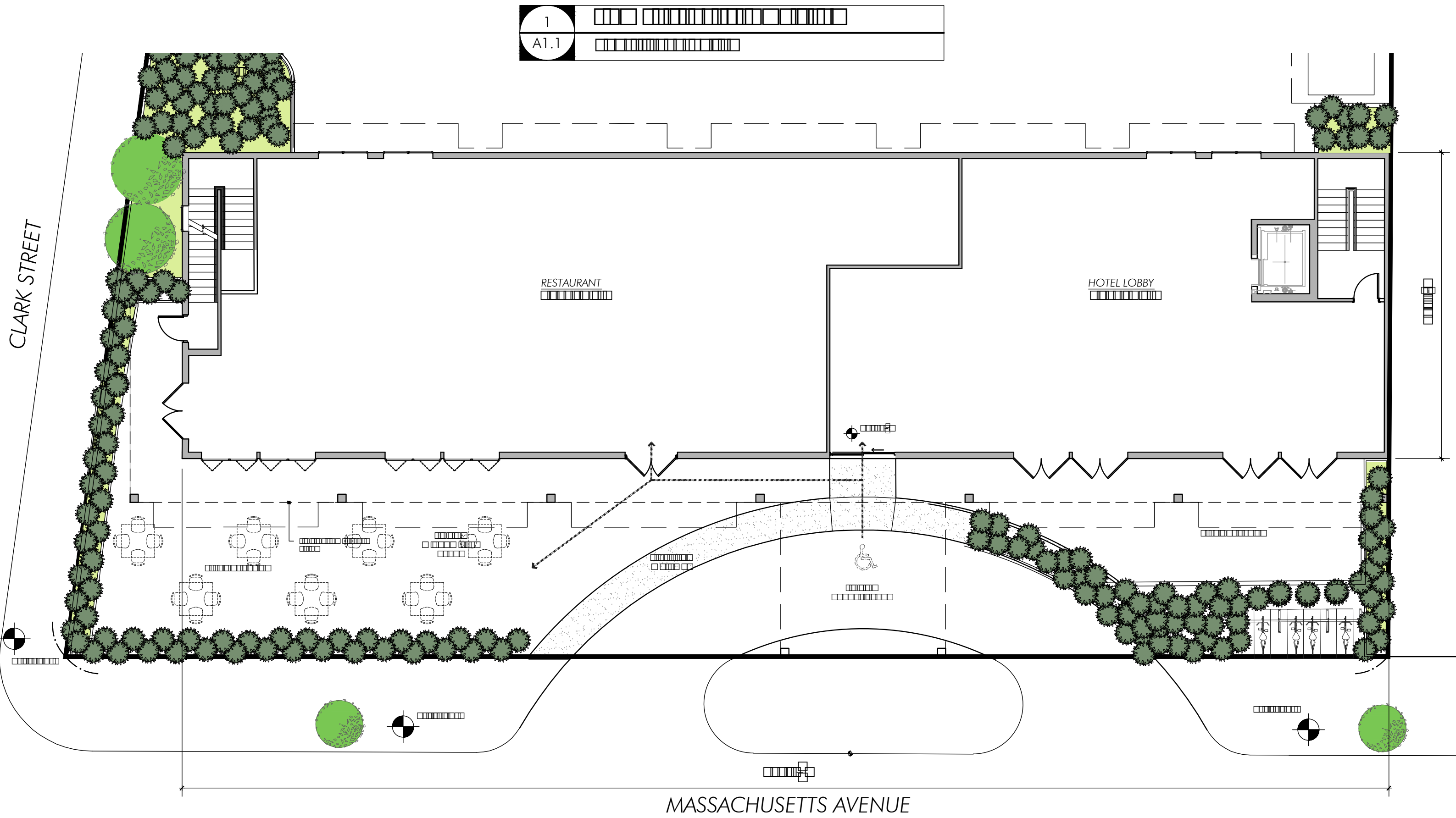
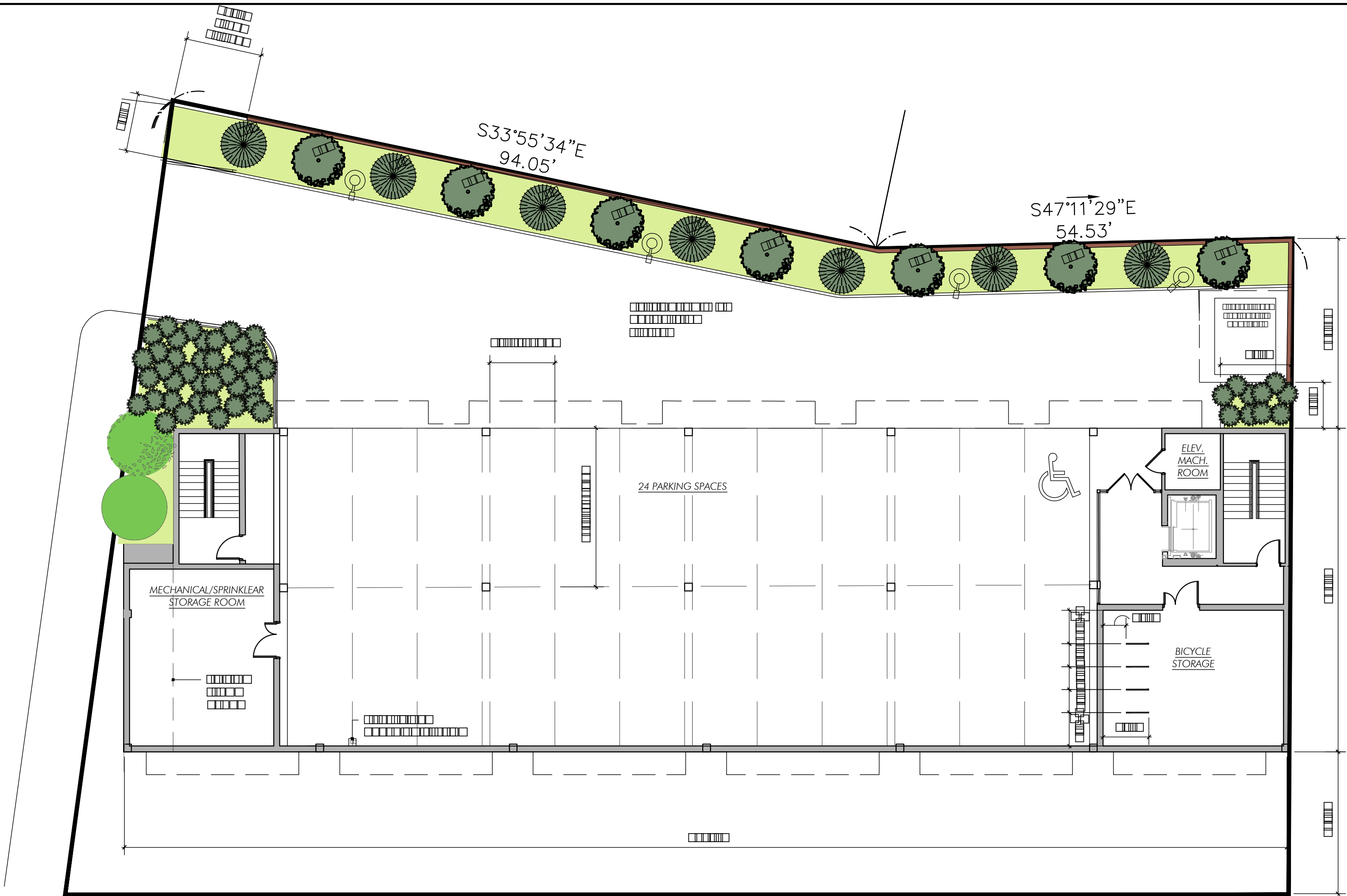
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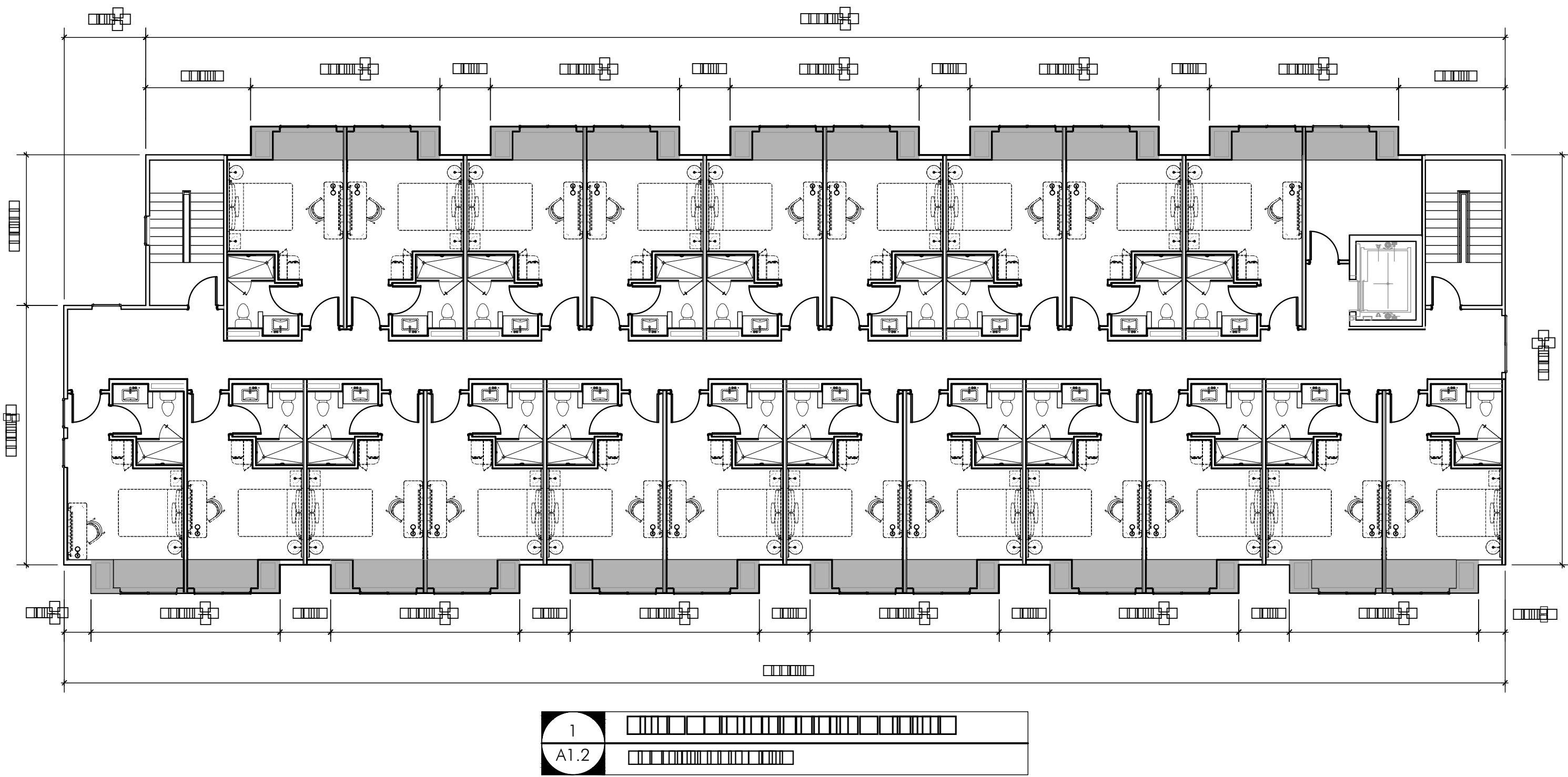
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GROSS FLOOR AREA FOR THE
FIRST FLOOR = 5,416 sq. ft.



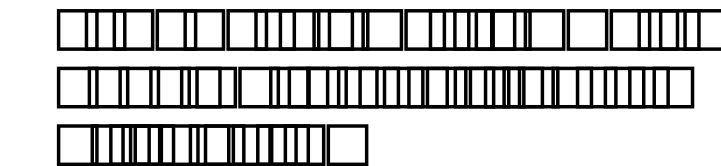
GROSS FLOOR AREA FOR THE
SECOND FLOOR = 6,457 sq. ft.

GROSS FLOOR AREA FOR THE
THIRD FLOOR = 6,457 sq. ft.

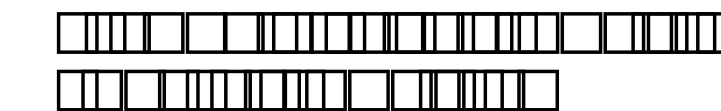
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GROSS FLOOR AREA FOR THE
FOURTH FLOOR = 4,805 sq. ft.



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Revisions

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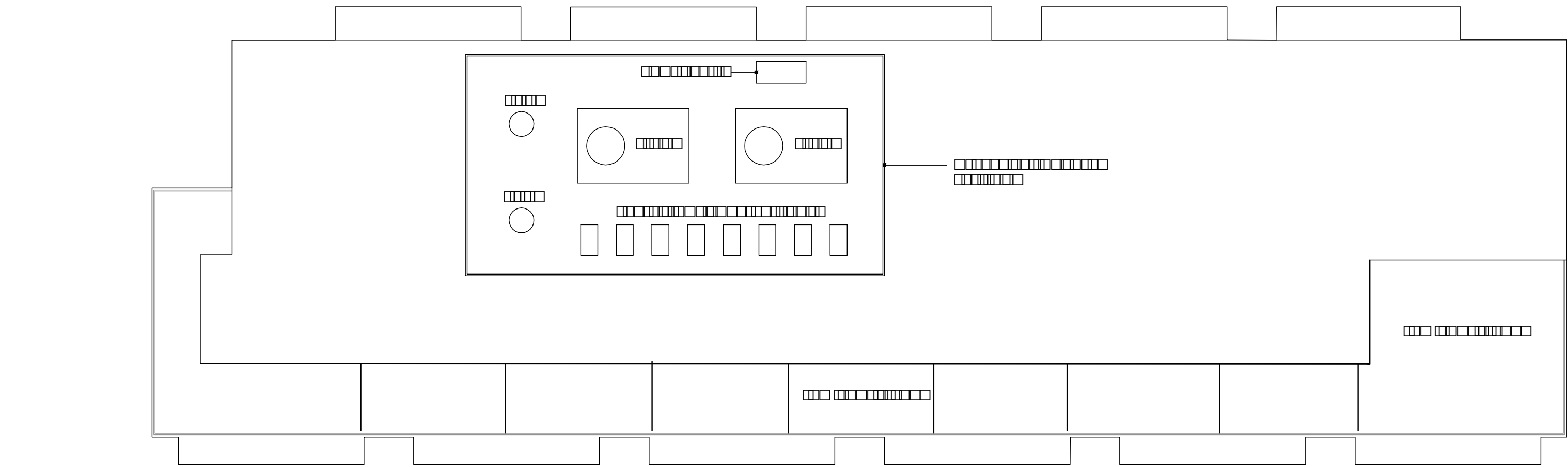
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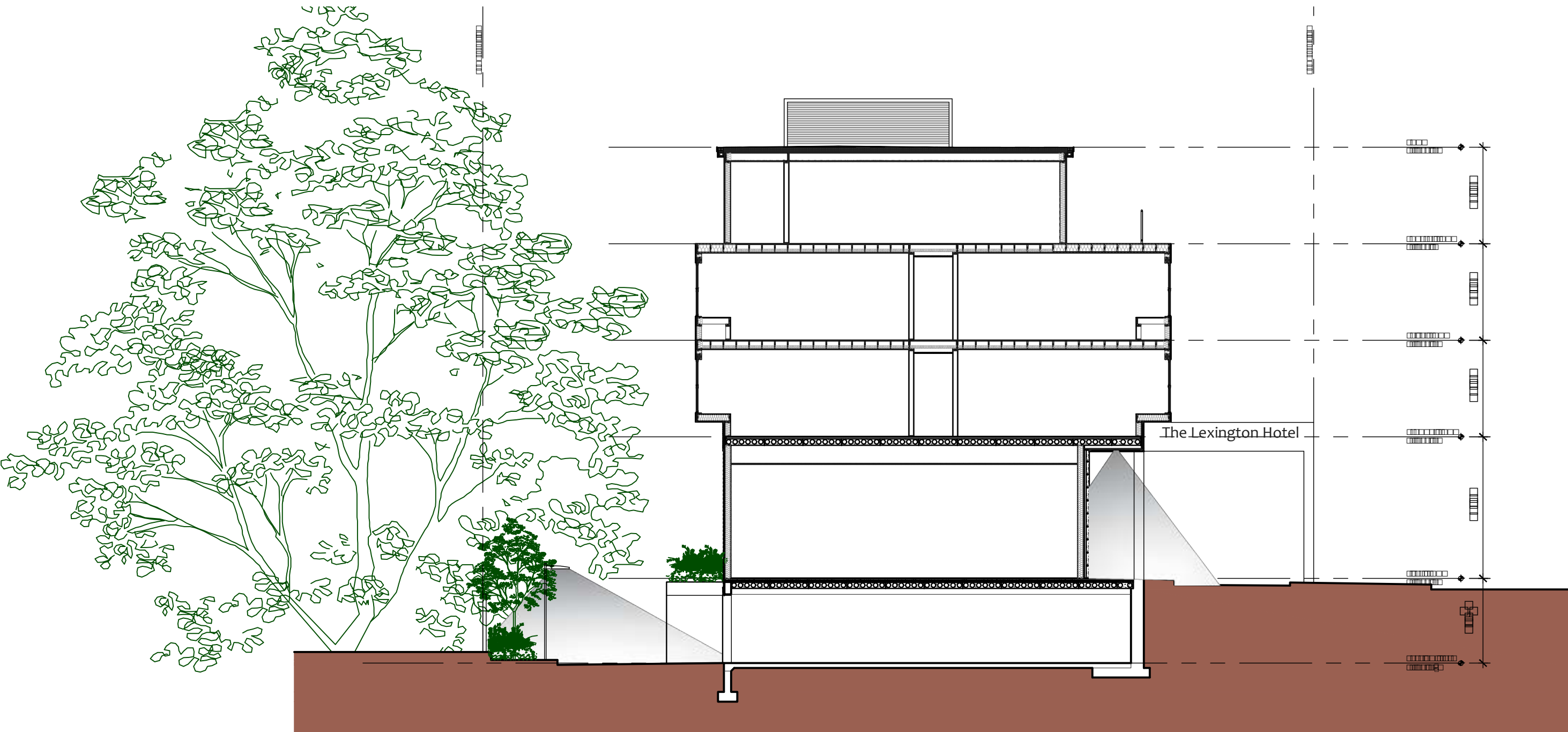
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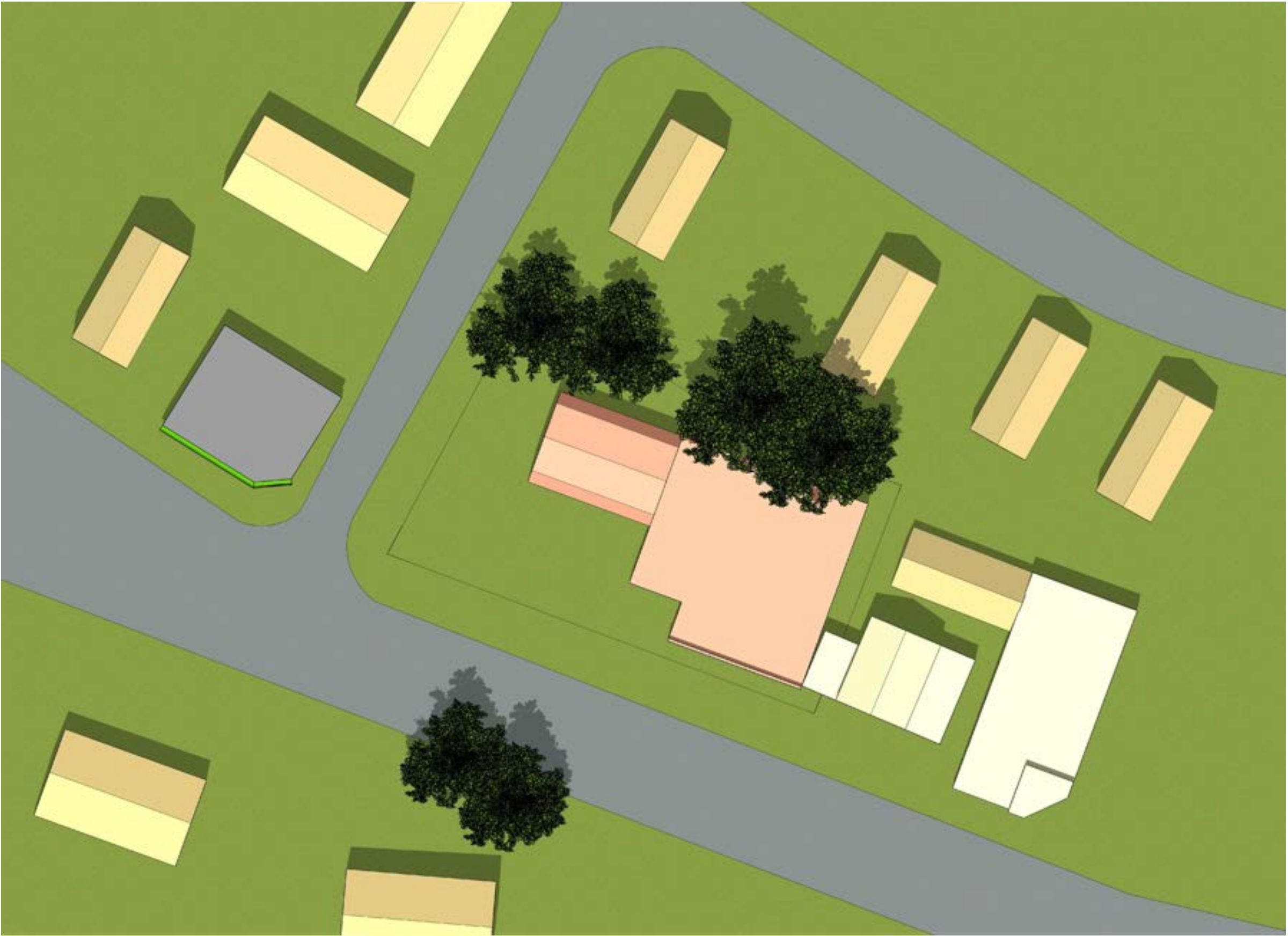
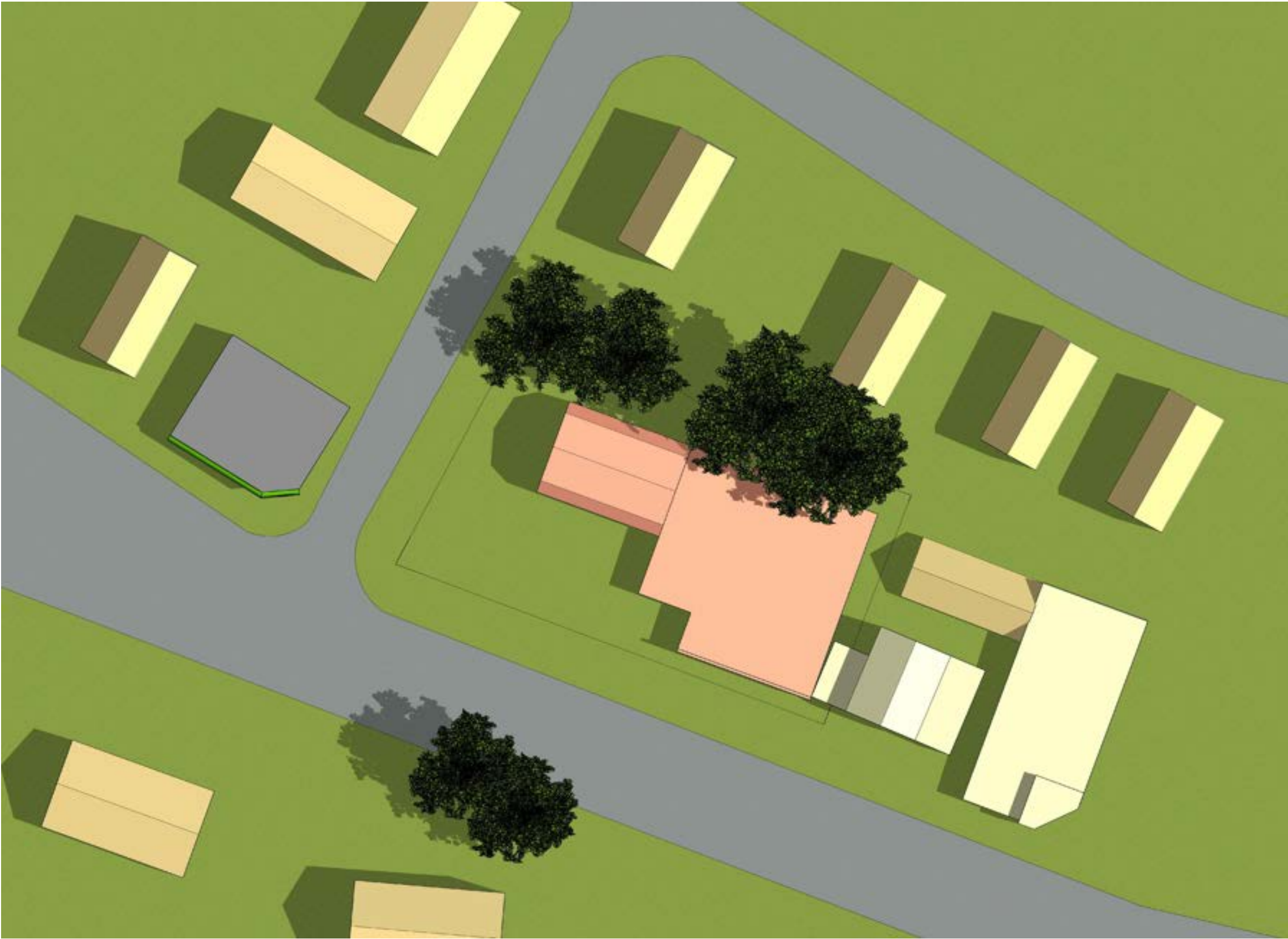
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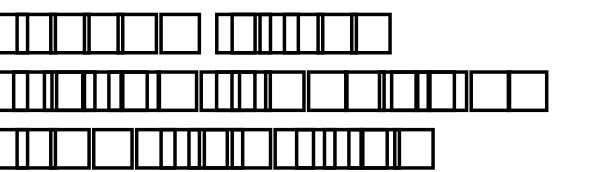
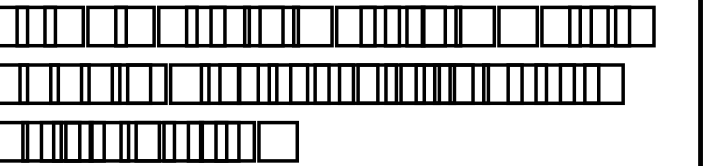
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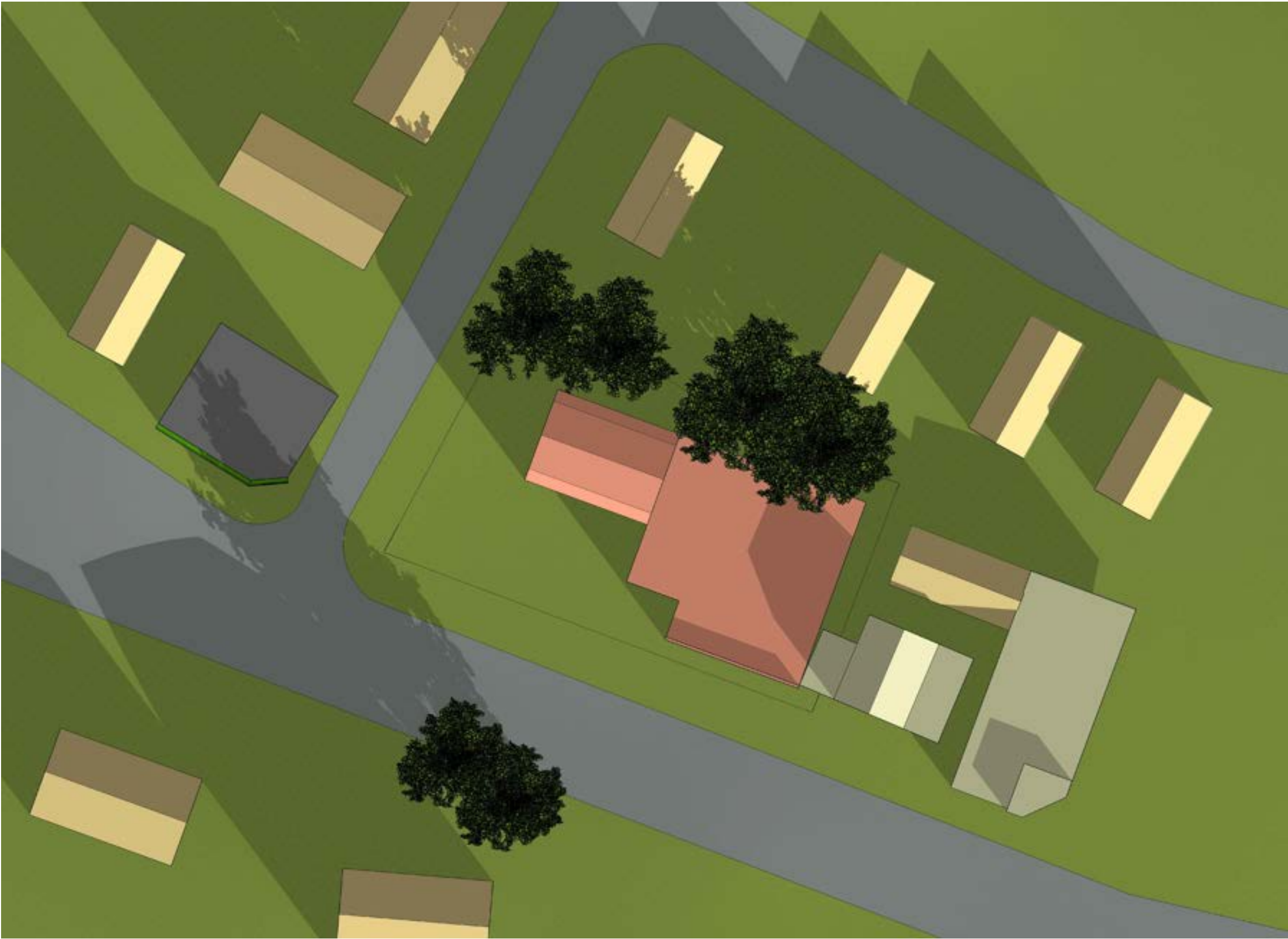
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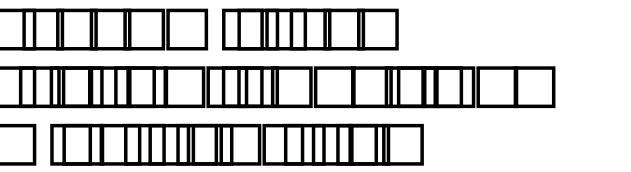
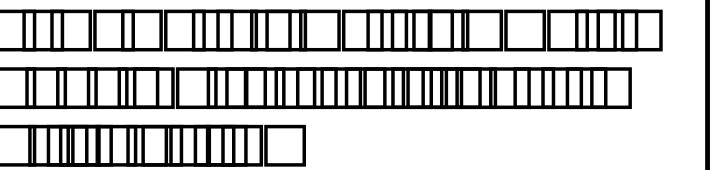




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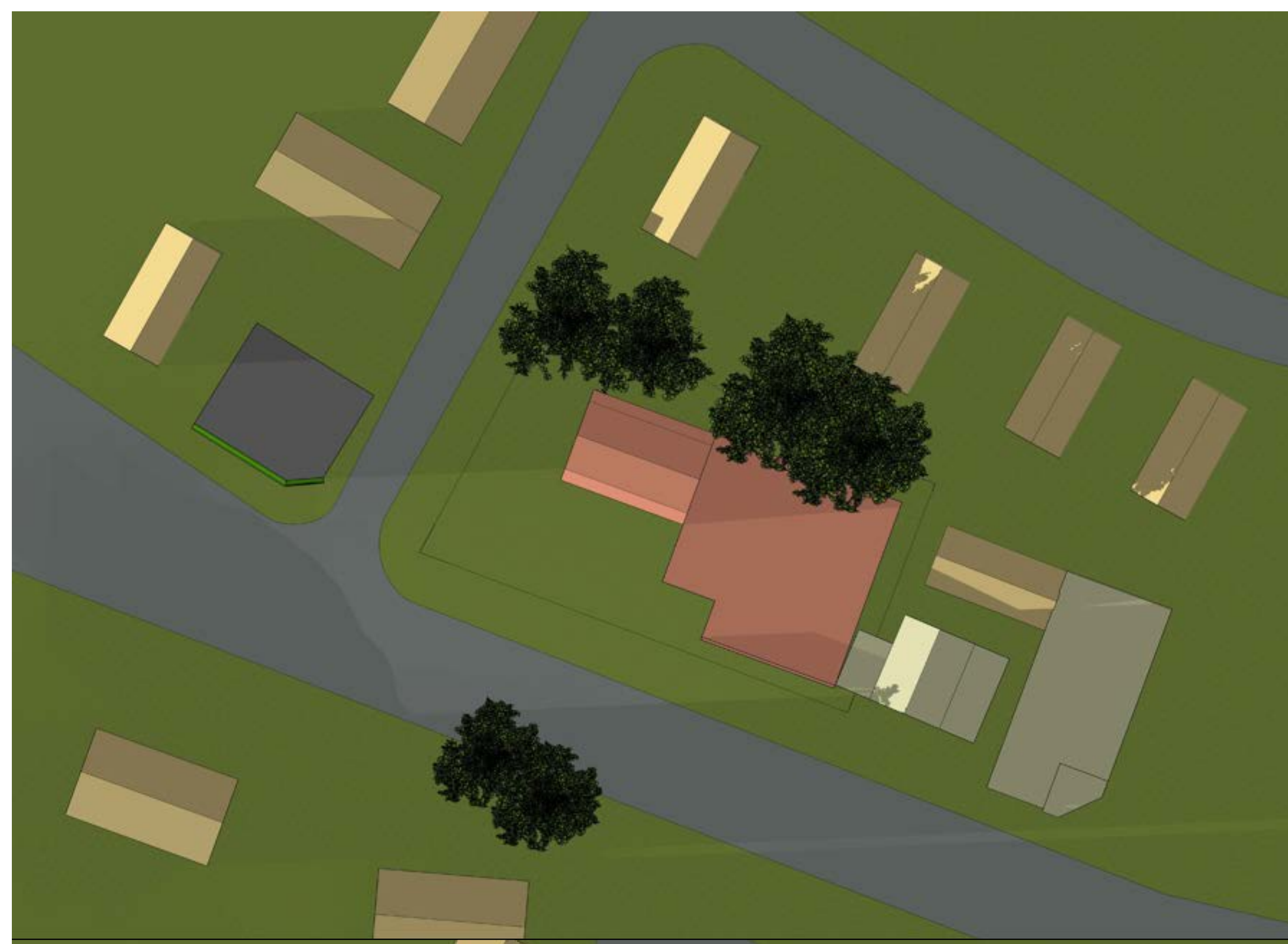
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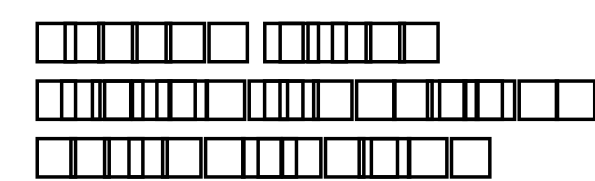
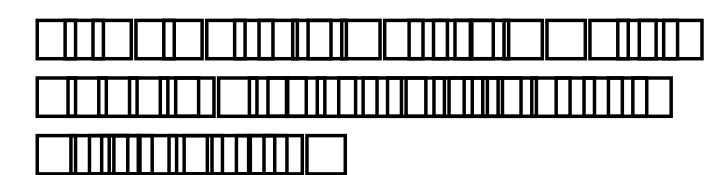




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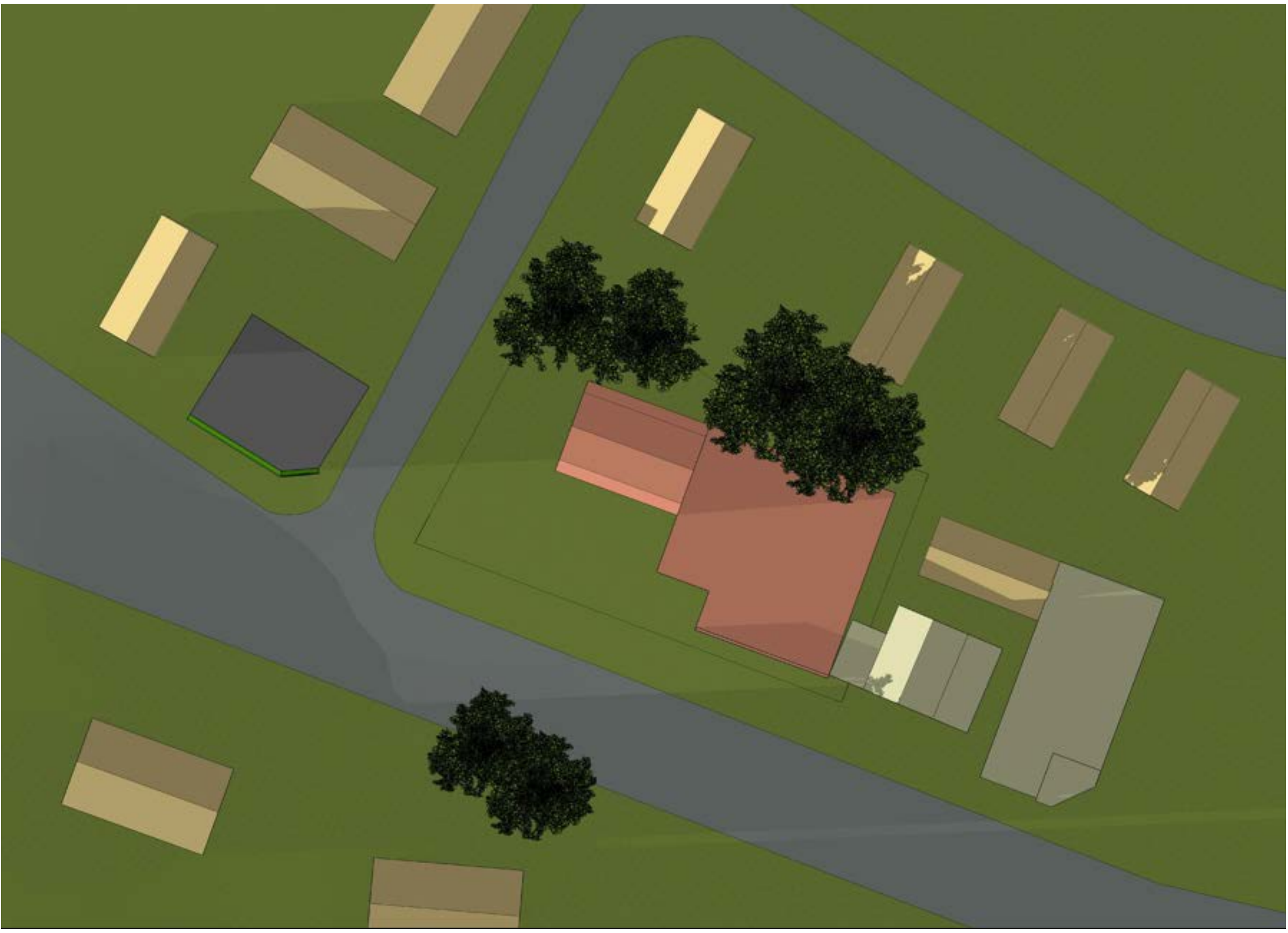
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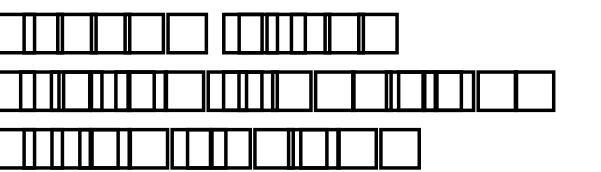
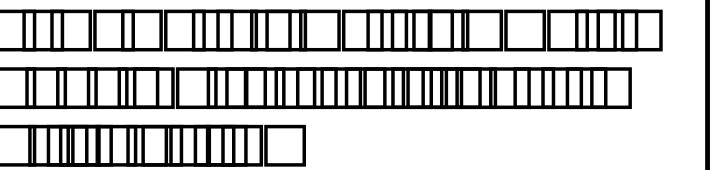




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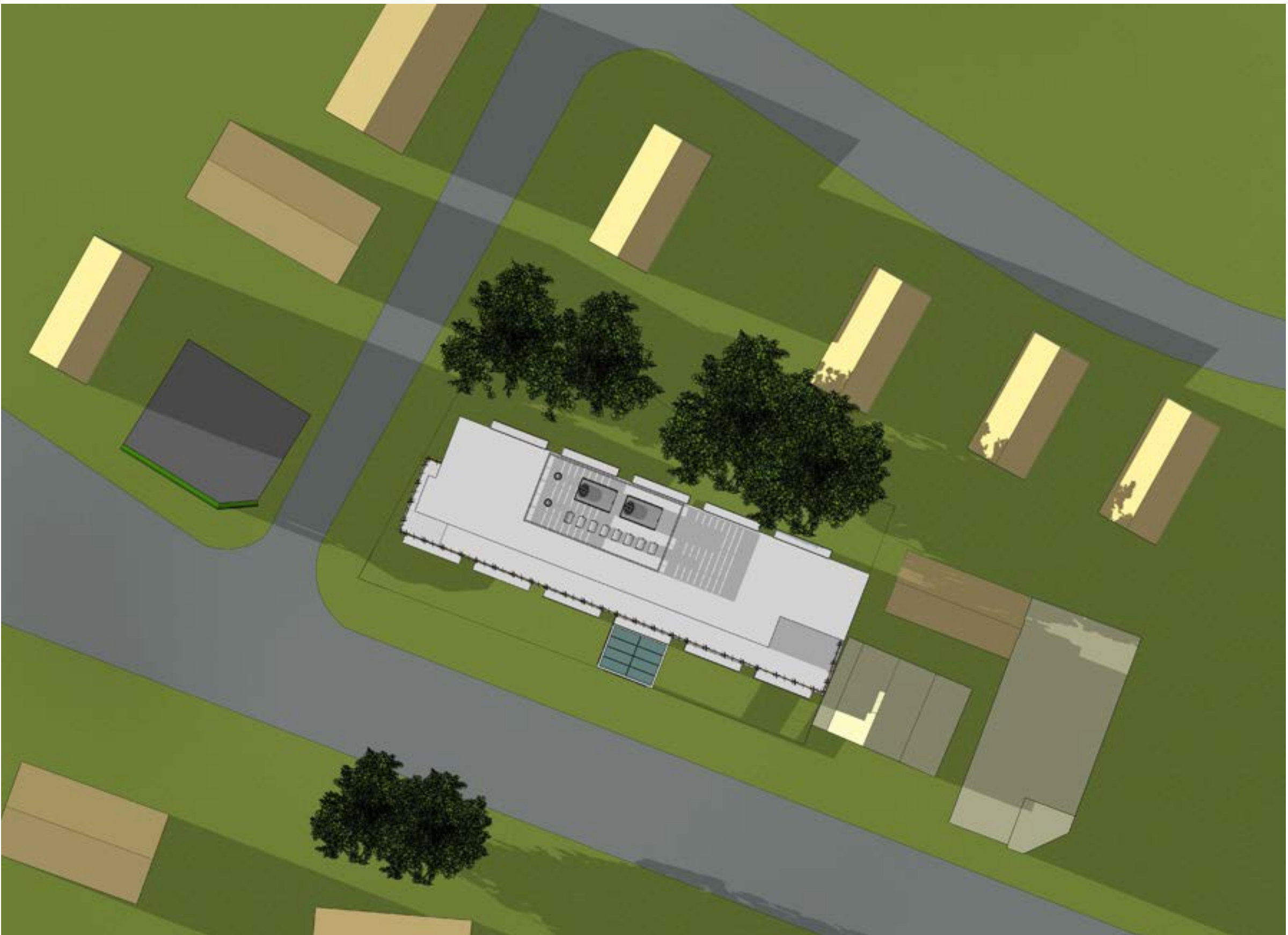
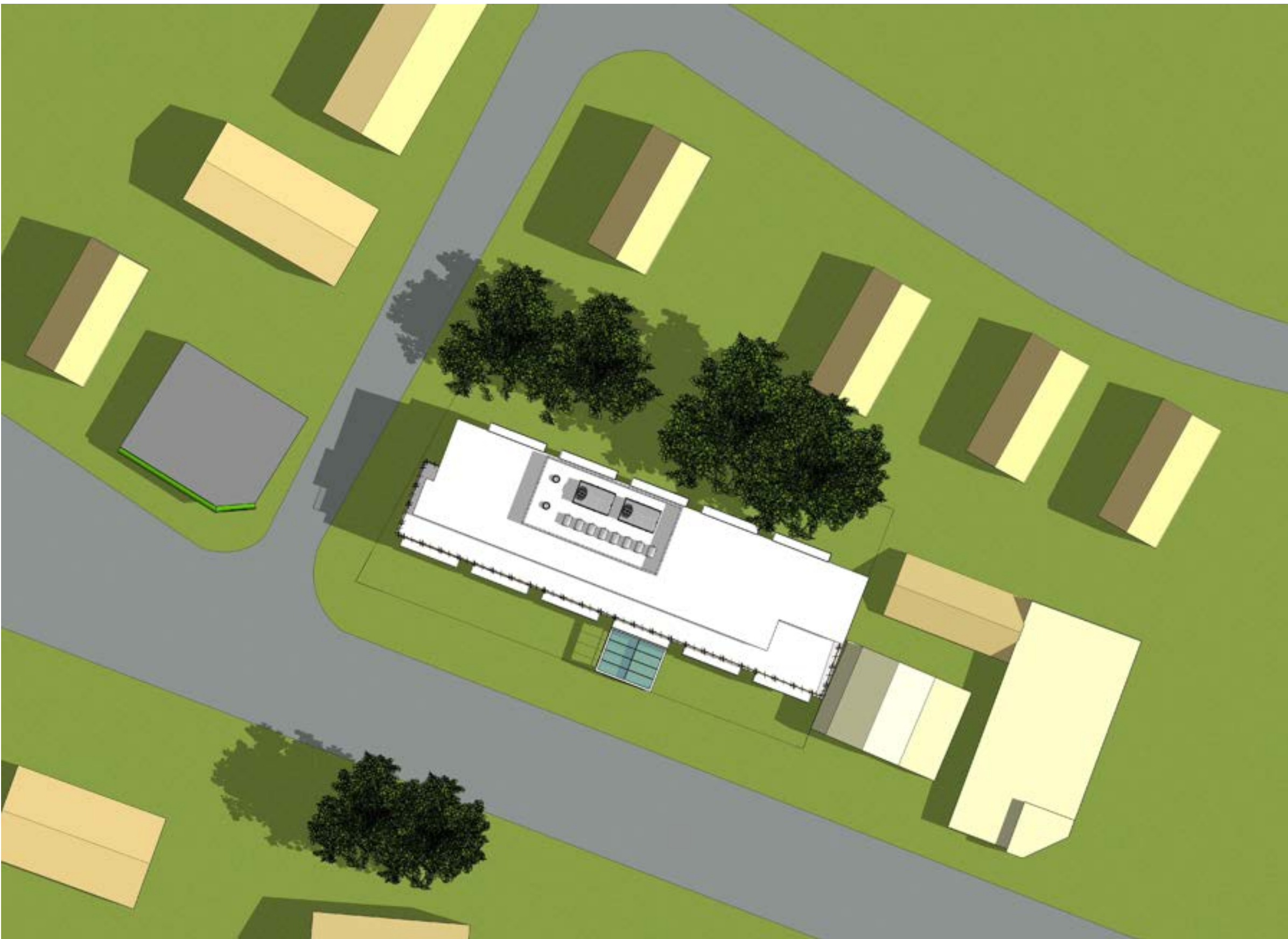
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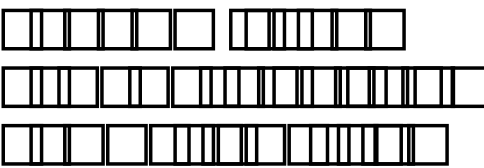
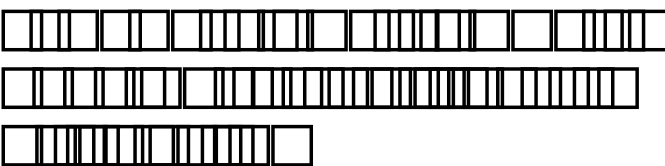




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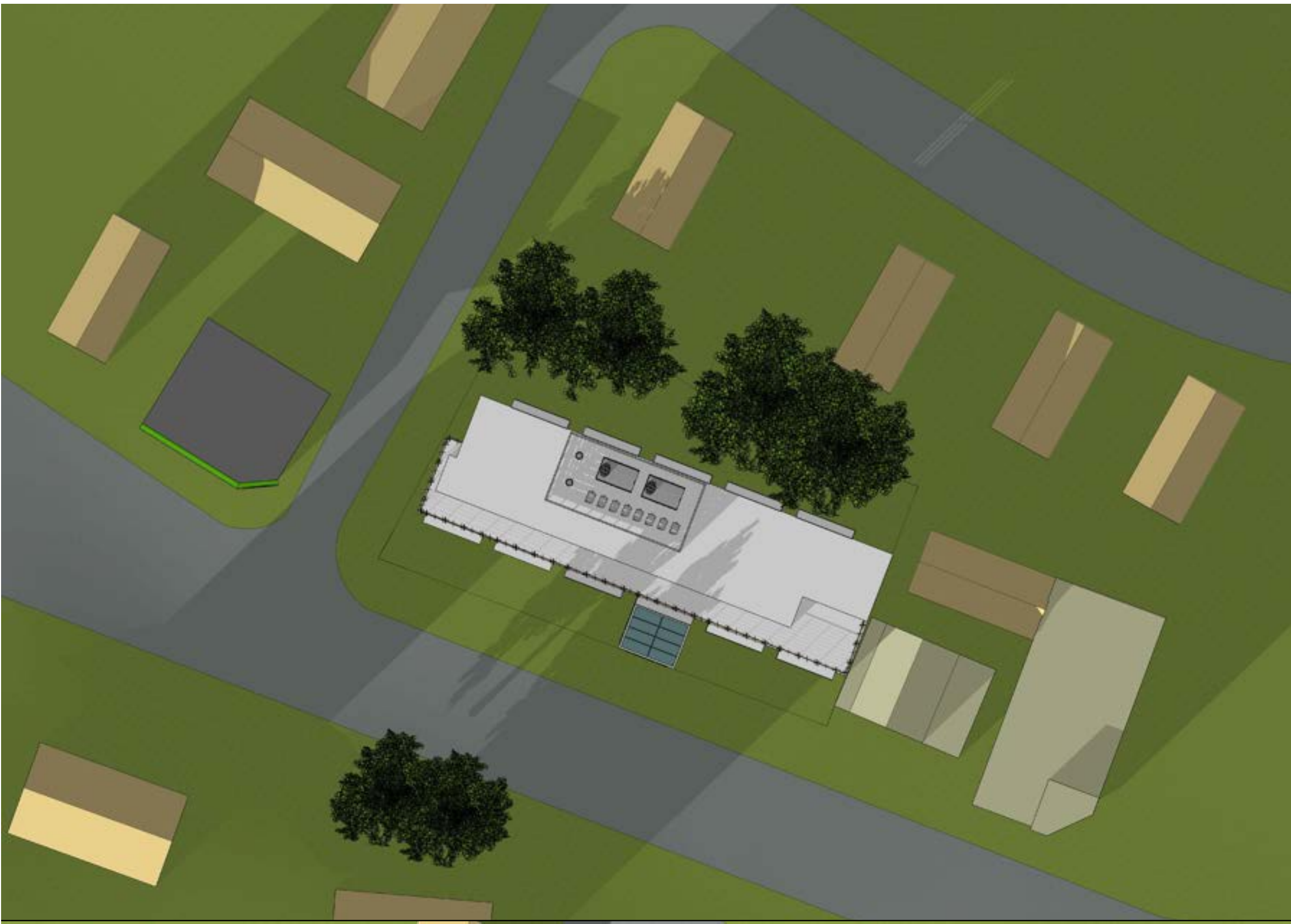
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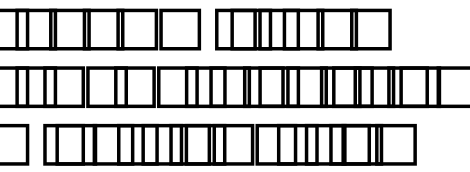
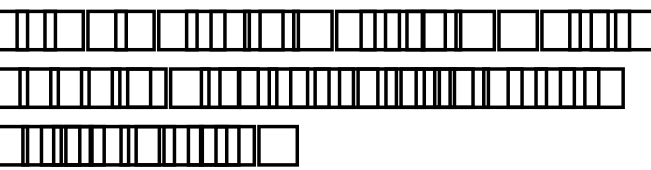




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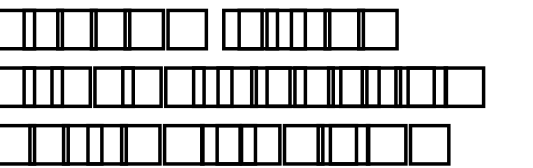
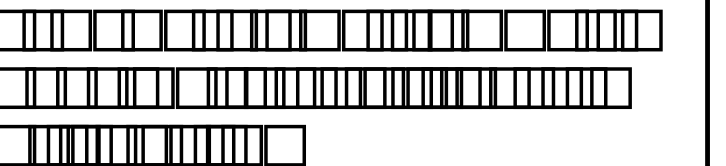




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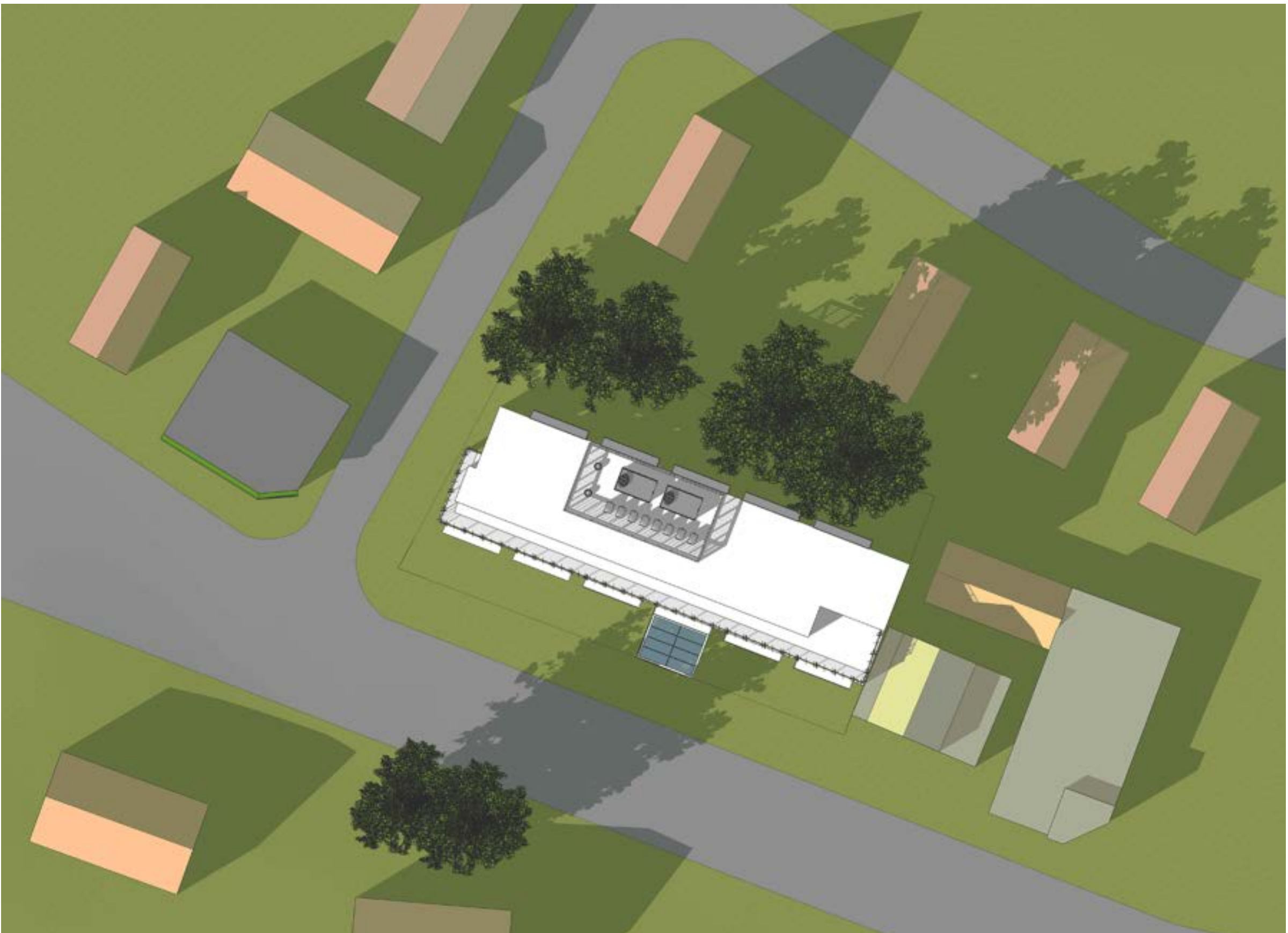
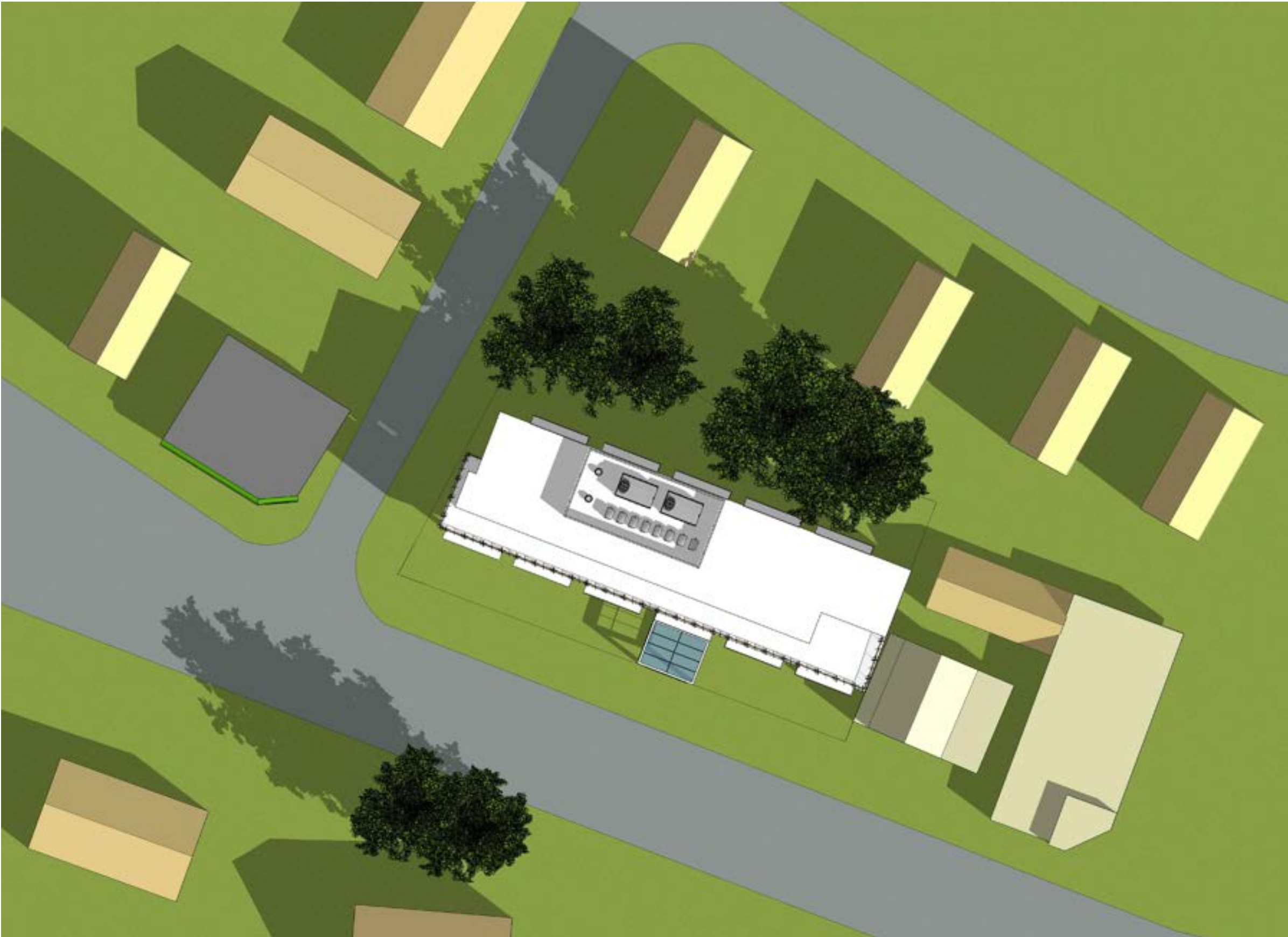
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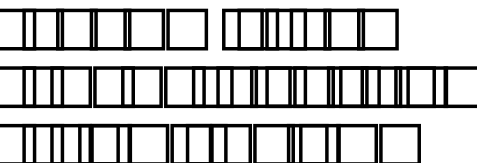
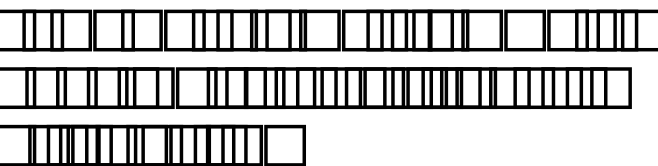




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Date Issued





Town of Arlington, Massachusetts
Department of Planning & Community Development
730 Massachusetts Avenue, Arlington, Massachusetts 02476

Public Hearing Memorandum

The purpose of this memorandum is to provide the Arlington Redevelopment Board and public with technical information and a planning analysis to assist with the regulatory decision-making process.

To: Arlington Redevelopment Board

From: Jennifer Raitt, Secretary Ex Officio

Subject: Environmental Design Review, 1207-1211 Massachusetts Avenue, Arlington, MA
Docket #3602

Date: July 16, 2019

I. Docket Summary

This is an application by James F. Doherty for 1211 Mass Ave Realty Trust to construct a mixed-use structure at 1207-1211 Massachusetts Avenue within the B2 Neighborhood Business District and the B4 Vehicular Oriented Business District. The Special Permit is to allow the Board to review and approve the proposed project, under Section 3.4, Environmental Design Review.

Following the Town's Request for Proposals (RFP) process in 2016, the applicant has entered into a Purchase & Sale (P&S) Agreement to purchase the property at 1207 Massachusetts Avenue in order to construct the mixed-use building, which is desirable to the Town. 1207 Massachusetts Avenue is the location of the now closed Disabled American Veterans (DAV) club, which ceased operations and has been vacant since mid-2014. The applicant currently owns the immediately adjacent property at 1211 Massachusetts Avenue, and upon successful permitting, will combine the two properties for a unified mixed-use development.

The RFP sought proposals for the purchase and future use of the parcel as a mixed-use development consistent with 2016 amendments to the Arlington Zoning Bylaw, that defined mixed-use as "[a] Combination of two or more distinct land uses, such as commercial, lodging, research, cultural, artistic/creative production, artisanal fabrication,

residential in a single multi-story structure to maximize space usage and promote a vibrant, pedestrian-oriented live-work environment.” The applicant proposes a 50-room hotel and restaurant consistent with this definition of mixed-use.

The application also requests a parking reduction under Section 6.1.5 and additional gross floor area under Section 5.3.6.

Materials submitted for consideration of this application:

- Application for EDR Special Permit,
- Narrative,
- Site Plan, Floor Plans, Elevations, and Renderings dated June 20, 2019;
- Planting Schedule;
- Parking and Bicycle Schedule;
- Shadow Study dated June 20, 2019; and,
- Traffic Demand Management Plan.

II. Application of Special Permit Criteria (Arlington Zoning Bylaw, Section 3.3)

1. Section 3.3.3.A.

The use requested is listed as a Special Permit in the use regulations for the applicable district or is so designated elsewhere in this Bylaw.

The applicant proposes a mixed-use structure consisting of a 50-room hotel and restaurant. Mixed-use, which as defined by the Zoning Bylaw includes lodging and commercial uses, requires a Special Permit in both the B2 Neighborhood Business District and the B4 Vehicular Oriented Business District. Mixed-use is additionally subject to Environmental Design Review under Section 3.4.G and due to the proposal’s location on Massachusetts Avenue. Mixed-use is described as being allowed in Section 5.5.1 for both the B2 and B4 Districts, in particular in the B4 District when automotive-oriented uses close and are redeveloped. The Board can find that these conditions exist for the proposed project site.

2. Section 3.3.3.B.

The requested use is essential or desirable to the public convenience or welfare.

The redevelopment of the DAV site and the adjacent outdated automotive use is desirable for the public convenience and welfare. The mixed-use structure, which combines a small boutique hotel and restaurant, is well-positioned to take advantage of tourism opportunities along the Battle Road Scenic Byway, the approximate path the British used at the beginning of the American Revolution, in Arlington and neighboring communities. A hotel and restaurant in the immediate area could be desirable to tour groups that want more personalized accommodations. There is an economic benefit that would be gained through the hotel/motel tax (6%) and meals tax (0.75%). Based on current tax revenue generated by the one hotel in Town, this

50-room hotel may generate up to approximately \$150,000 of additional tax revenue to the town on an annual basis.¹ The proposed hotel's proximity to Lexington, which welcomes over 100,000 tourists per year, makes it well-positioned to absorb some of the local and regional heritage and business travel, which would provide an economic benefit to the Town of Arlington and local businesses. Neighborhood residents have voiced the critical importance for more restaurants and mixed-use based on feedback gathered from residents as well as a market demand analysis that were part of the development of the Arlington Heights Neighborhood Action Plan.

3. Section 3.3.3.C.

The requested use will not create undue traffic congestion or unduly impair pedestrian safety.

The application materials do not provide detailed information regarding the traffic impact of the new use. The ARB must request additional information from the applicant on the following topics before determining that this criterion is satisfied.

The project's only means of ingress and egress is on Clark Street as the existing curb cuts on Massachusetts Avenue will be closed. Due to the new uses, a trip generation analysis is needed to understand the traffic flow and circulation of using Clark Street as the main point of access to the property. For vehicles exiting the property, turning right directs those vehicles into a residential neighborhood and a circuitous route back to Massachusetts Avenue or to Forest Street. The best course of action may be to require vehicles exiting the property to turn left onto Clark Street and then continue either north or south on Massachusetts Avenue, and the ARB will want to consider this as a condition of a decision. By adding more turning traffic to the intersection of Clark Street and Massachusetts Avenue there may be the need to address pedestrian safety at this intersection. On the opposite side of the street is an inbound MBTA Route 77 and 79 bus stop with departures every few minutes, so a cross walk may be necessary at the intersection as the closest cross walk is at Appleton Street. However, without a trip generation analysis, the ARB does not have the full scope of understanding regarding additional traffic as a result of the proposed project.

The nearby intersection of Appleton Street and Massachusetts Avenue is uncontrolled except for when a pedestrian triggers a red light in order to cross the street. A large majority of the pedestrians at this intersection are students walking to or from the Ottoson Middle School. More information is needed from the applicant on how the introduction of a hotel and restaurant could affect the operation of this intersection, especially during the beginning and end of the school day during the school year.

¹ According to the Town of Lexington's most recent Economic Development Report to Town Meeting, the Town of Lexington generates an average of \$1.27 million dollars of revenue in hotel/motel taxes.

Additionally, the Transportation Demand Management (TDM) Plan submitted in support of the parking reduction request needs firm commitments regarding the methods in which vehicular use will be reduced at the property. The applicant should also consider providing staff subsidized transit passes and guaranteed rides home. Commitments such as these must be required in any future lease of the building. Finally, the plans show an area to pull off of Massachusetts Avenue which could facilitate valet parking, and could be supported, but this would require approval from the Select Board.

It should be noted that the proposal will improve pedestrian safety along the project site's Massachusetts Avenue frontage. Two large curb cuts will be closed as access to the property will be from Clark Street, where the curb cut will be narrowed.

4. Section 3.3.3.D.

The requested use will not overload any public water, drainage or sewer system or any other municipal system to such an extent that the requested use or any developed use in the immediate area or in any other area of the Town will be unduly subjected to hazards affecting health, safety, or the general welfare.

The mixed-use structure introduces different uses than presently on the project site. There may be different demand on the municipal systems as a result, but will not create hazards affecting health, safety, or the general welfare of the immediate area or in any other area of the Town. While the application materials note that a stormwater system will be installed to control roof and surface stormwater runoff, the ARB will need more information regarding water and sewer usage. The applicant should submit evidence that the public water, drainage, and sewer system are capable of handling the needs of the 50-room hotel and restaurant.

5. Section 3.3.3.E.

Any special regulations for the use as may be provided in the Bylaw are fulfilled.

No special regulations are applicable to the proposal. The Board can find that this condition is met.

6. Section 3.3.3.F.

The requested use will not impair the integrity or character of the district or adjoining districts, nor be detrimental to the health or welfare.

The 2016 Annual Town Meeting adopted mixed-use zoning for all business districts with an affirmative vote of 187-35. This stretch of Massachusetts Avenue does not have a distinct aesthetic and there are no predominant architectural styles that characterize this area. The proposed mixed-use structure will not impair the integrity of the district and will provide connections between the Arlington Heights business district and other segments of the Mass Ave commercial corridor. The hotel use in particular will provide greater access for tourists to Arlington's historic

resources that make it part of the Battle Road Scenic Byway, including the nearby Foot of the Rocks monument and the Old Schwamb Mill.

The immediate area around the project site is a mix of residential and commercial spaces. Immediately behind the project site is a neighborhood of mostly single- and two-family homes in an R2 Two-Family District. Higher density residential uses are present across the street on Massachusetts Avenue, but the R2 District carries across Massachusetts Avenue as well where significant elevation is gained. The Heights business district is a short distance away (about 1,500 feet to the west) and an industrial-zoned area is less than 1,000 feet to the east.

7. Section 3.3.3.G.

The requested use will not, by its addition to a neighborhood, cause an excess of the use that could be detrimental to the character of said neighborhood.

The use will not be in excess or detrimental to the character of the neighborhood. The Board can find that this condition is met.

III. Environmental Design Review Standards (Arlington Zoning Bylaw, Section 3.4)

1. EDR-1 Preservation of Landscape

The landscape shall be preserved in its natural state, insofar as practicable, by minimizing tree and soil removal, and any grade changes shall be in keeping with the general appearance of neighboring developed areas.

The existing site condition is primarily impervious, but the proposal will increase the amount of open space on the site. A 5-foot landscaped buffer is provided along the rear property line that will be planted with tree lilacs, arborvitae, and smaller shrubs such as hydrangea and holly. Planters along Massachusetts Avenue are also proposed. While a planting schedule is provided, a landscape plan must be submitted. The application materials indicate that there will be 1,581 square feet of landscaped open space and 3,384 square feet of usable open space. The landscape plan should also document where the two types of open space will be satisfied on the property.

2. EDR-2 Relation of the Building to the Environment

Proposed development shall be related harmoniously to the terrain and to the use, scale, and architecture of the existing buildings in the vicinity that have functional or visible relationship to the proposed buildings. The Arlington Redevelopment Board may require a modification in massing so as to reduce the effect of shadows on the abutting property in an R0, R1 or R2 district or on public open space.

At 4 stories and 44 feet tall, the proposed building is taller than most of the buildings in the immediate vicinity. On the opposite side of Massachusetts Avenue, the terrain

quickly gains elevation, so nearby buildings appear much taller due to the elevation change. The proposal also steps in the first floor 8 inches from the second and third floor, and provides the upper-story step back at the top of the third floor at 34 feet. Section 5.3.17 requires that building more than three stories in height, such as the proposal, an additional 7.5-foot step-back (upper story building setback) shall be provided beginning at the third story level or 30 feet above grade, whichever is less. As part of the EDR jurisdiction, these requirements should be further addressed until the Board is satisfied that the building is well-situated on the parcels.

The building does not trigger the height buffer area of Section 5.3.19 because it is proposed at the lower maximum stories and height as identified in the Table of Dimensional and Density Requirements for the Business Districts. However, the application materials also provide a shadow study during each season at the respective Solstice and Equinox.

3. EDR-3 Open Space

All open space (landscaped and usable) shall be so designed as to add to the visual amenities of the vicinity by maximizing its visibility for persons passing by the site or overlooking it from nearby properties. The location and configuration of usable open space shall be so designed as to encourage social interaction, maximize its utility and facilitate maintenance.

As noted above, the proposed project will provide open space on the existing primarily impervious site. The application materials indicate that there will be 1,581 square feet of landscaped open space and 3,384 square feet of usable open space. Landscaped buffers will be located at the rear of the property providing some relief to the residential structures located behind the project site. A large patio along Massachusetts Avenue is proposed, which can create gathering space and an inviting atmosphere along the sidewalk. A landscape plan must be submitted and must document where the two types of open space will be satisfied on the property in order to assess compliance with this criterion.

4. EDR-4 Circulation

With respect to vehicular and pedestrian and bicycle circulation, including entrances, ramps, walkways, drives, and parking, special attention shall be given to location and number of access points to the public streets (especially in relation to existing traffic controls and mass transit facilities), width of interior drives and access points, general interior circulation, separation of pedestrian and vehicular traffic, access to community facilities, and arrangement of vehicle parking and bicycle parking areas, including bicycle parking spaces required by Section 6.1.12 that are safe and convenient and, insofar as practicable, do not detract from the use and enjoyment of proposed buildings and structures and the neighboring properties.

The application materials indicate that 28 parking spaces will be provided on the site, either under the building or at the rear of the property. The applicant has requested a parking reduction under Section 6.1.5:

| Parking Requirement | | | |
|--|-----------------|----------------------------------|---|
| | | <u>Zoning Requirement</u> | <u>Total Parking Required</u> |
| Hotel | 50 rooms | 1 space per room | 50 |
| Restaurant | 2,568 sf | 1/300 sf* | 0 |
| Total Parking | | | 50 |
| Section 6.1.5 Reduction | | | Up to 25% of the requirement, or 13 spaces |
| Total Parking Provided | | | 28 |
| * First 3,000 sf of non-residential space in mixed-use projects is exempt. | | | |

In general, as discussed under the response to criterion 3.3.3.C, there is no information about circulation on and around the project site. The only access to the property is from Clark Street and there is no information on how trips to and from the project site will change. A trip generation analysis is needed to understand the traffic flow and circulation of using Clark Street as the main point of access to the property. A trip generation analysis may indicate that right turns from the property onto Clark Street should be restricted and there may be the need for pedestrian improvements at the intersection of Clark Street and Massachusetts Avenue due increased traffic.

On the project site, there is no information on where loading and unloading will occur. Based on the application materials, there is no information on the size of truck that can access the project site and whether vendors need to be limited to a certain size truck in order to navigate Clark Street and the parking lot. Additionally, the floor plan does not seem to provide direct loading access to the restaurant's kitchen or the hotel from the rear parking lot. If loading and unloading will occur on Massachusetts Avenue, it is not clear whether there is shoulder space for a large truck to park during these activities. To combat idling and disruption to the surrounding neighborhood, deliveries should be limited to certain hours of the day.

Circulation within the parking lot is not clearly discussed. Some of the parking spaces provided are tandem spaces and it is not clear how the spaces will be assigned or allocated between the hotel and restaurant. If the parking spaces will be used primarily by the hotel, the ARB needs an understanding of the on-street parking utilization of the area. Additionally, there is no information in the applicant materials regarding the safety and security of the proposed parking area other than 12-foot

light poles. It will be important for the ARB to understand how the spaces will be utilized on the property.

Additionally, the Transportation Demand Management (TDM) Plan submitted in support of the parking reduction request needs firm commitments regarding the methods in which vehicular use will be reduced at the property. The Applicant could also consider providing staff subsidized transit passes and guaranteed rides home. Commitments such as these must be required in any future lease of the building. Finally, the plans show an area to pull off of Massachusetts Avenue which could facilitate valet parking, and could be supported, but this would require approval from the Select Board.

It should be noted that the proposal will improve pedestrian safety along the project site's Massachusetts Avenue frontage. Two large curb cuts will be closed as access to the property will be from Clark Street, where the curb cut will be narrowed.

The application materials indicate that proposal exceeds the requirements of the newly adopted bicycle parking bylaw. For the mixed-use building, 5 short-term bicycle parking spaces are required and 2 long-term bicycle parking spaces are required. The proposal exceeds this requirement by providing 7 short-term spaces and 7 long-term spaces. However, the application materials do not provide any specifications of the proposed racks, and the location of the short-term spaces is inconsistent between the plan set and renderings and the written information. The ARB should request additional information.

5. EDR-5 Surface Water Drainage

Special attention shall be given to proper site surface drainage so that removal of surface waters will not adversely affect neighboring properties or the public storm drainage system. Available Best Management Practices for the site should be employed, and include site planning to minimize impervious surface and reduce clearing and re-grading. Best Management Practices may include erosion control and stormwater treatment by means of swales, filters, plantings, roof gardens, native vegetation, and leaching catch basins. Stormwater should be treated at least minimally on the development site; that which cannot be handled on site shall be removed from all roofs, canopies, paved and pooling areas and carried away in an underground drainage system. Surface water in all paved areas shall be collected in intervals so that it will not obstruct the flow of vehicular or pedestrian traffic and will not create puddles in the paved areas.

In accordance with Section 3.3.4., the Board may require from any applicant, after consultation with the Director of Public Works, security satisfactory to the Board to insure the maintenance of all stormwater facilities such as catch basins, leaching catch basins, detention basins, swales, etc. within the site. The Board may use funds provided by such security to conduct maintenance that the applicant fails to do.

The Board may adjust in its sole discretion the amount and type of financial security such that it is satisfied that the amount is sufficient to provide for any future maintenance needs.

The application materials only indicate that a subsurface infiltration system will be provided under the parking lot to control surface and roof runoff. There are no further details provided in the application materials. The applicant must submit an engineered site plan showing surface water drainage systems and a stormwater management plan that includes an analysis that will inform the size of an underground infiltration system and includes engineering plans for the system. It is also strongly recommended that the applicant include low impact development techniques such as creating a rain garden or other similar feature in the landscape area in the northeast corner of the property.

6. EDR-6 Utilities Service

Electric, telephone, cable TV, and other such lines of equipment shall be underground. The proposed method of sanitary sewage disposal and solid waste disposal from all buildings shall be indicated.

The application materials indicate that the new utilities will be underground, but the ARB will want additional information from the applicant on whether any of the existing utilities that serve the site will be reused. It should be noted that there are three utility poles (one of which is a double pole) along the Massachusetts Avenue frontage. Although requests to move or consolidate utility poles are often not accepted by the utility companies, the applicant should attempt to coordinate with the utility company to at least remove the double pole and consolidate the operations to the other two poles as the poles and lines interfere with the structure's visibility. The ARB will want to understand that the services carried on these poles will not be overloaded.

7. EDR-7 Advertising Features

The size, location, design, color, texture, lighting and materials of all permanent signs and outdoor advertising structures or features shall not detract from the use and enjoyment of proposed buildings and structures and the surrounding properties.

The signage proposed in the application materials are place holders for the mixed-use structure. However, the proposal appears to be consistent with the newly adopted sign bylaw in terms of location and size. The application materials indicate that the signage will be back lit, but there is no information in the application materials about lighting of the building in general. A condition of a decision by the ARB should include a requirement that the final signage be reviewed for compliance.

8. EDR-8 Special Features

Exposed storage areas, exposed machinery installations, service areas, truck loading areas, utility buildings and structures, and similar accessory areas and structures shall be subject to such setbacks, screen plantings or other screening methods as shall reasonably be required to prevent their being incongruous with the existing or contemplated environment and the surrounding properties.

There will be equipment on the roof to service the mixed-use structure, and it appears that some of the equipment will be screened. Each hotel room has its own system and the louvers can be seen on the renderings. Although Arlington does not specify a certain noise level at the property line, many nearby communities identify a day-time noise level of no more than 65 dbA or no more than 10 dbA over the background noise level. Overnight, many nearby communities identify a noise level of 50 dbA. Using this as guidance, the applicant should clarify the noise impact of the HVAC and other noise-emitting equipment.

To reduce noise from deliveries or from solid waste removal, the ARB will want information on anti-idling measures and time of day restrictions to ensure that these services do not impact the surrounding residential properties.

The applicant should clarify how the dumpster will be screened and shared.

9. EDR-9 Safety

With respect to personal safety, all open and enclosed spaces shall be designed to facilitate building evacuation and maximize accessibility by fire, police and other emergency personnel and equipment. Insofar as practicable, all exterior spaces and interior public and semi-public spaces shall be so designed to minimize the fear and probability of personal harm or injury by increasing the potential surveillance by neighboring residents and passersby of any accident or attempted criminal act.

As noted in the application materials, the proposed interior layout plans have been designed to facilitate building evacuation and accessibility by fire, police, and other emergency personnel and equipment. The application materials indicate that the rear parking lot will be illuminated through the use of 12-foot pole mounted LED lights; however, there is no indication on the plans where these light poles would be located and the specification of such. Further, there is no information on how the open garage will be secured.

10. EDR-10 Heritage

With respect to Arlington's heritage, removal or disruption of historic, traditional or significant uses, structures or architectural elements shall be minimized insofar as practical whether these exist on the site or on adjacent properties.

The existing structures are not listed on the *Inventory of Historically or Architecturally Significant Properties in the Town of Arlington* nor are they under the jurisdiction of

the Arlington Historical Commission. As such, the site contains no historic, traditional or significant uses, structures or architectural elements. The Board can find that this condition is met.

Two properties on the opposite side of Massachusetts Avenue (1210 Massachusetts Avenue and 1218-1222 Massachusetts Avenue) are under the jurisdiction of the Historical Commission. The redevelopment of the subject property will not disrupt historic, traditional, or significant uses, structures, or architectural elements that exist on the adjacent properties.

11. EDR-11 Microclimate

With respect to the localized climatic characteristics of a given area, any development which proposes new structures, new hard surface, ground coverage or the installation of machinery which emits heat, vapor or fumes shall endeavor to minimize insofar as practicable, any adverse impacts on light, air and water resources or on noise and temperature levels of the immediate environment.

There are no proposed changes that will impact the microclimate. A shadow study was prepared and is provided in the application materials to illustrate how the building may create additional shadows in the immediate area. Although the project does not trigger the height buffer area, the ARB will want to assess to ensure that the Board is satisfied that the building is well-situated on the parcels.

12. EDR-12 Sustainable Building and Site Design

Projects are encouraged to incorporate best practices related to sustainable sites, water efficiency, energy and atmosphere, materials and resources, and indoor environmental quality. Applicants must submit a current Green Building Council Leadership in Energy and Environmental Design (LEED) checklist, appropriate to the type of development, annotated with narrative description that indicates how the LEED performance objectives will be incorporated into the project.

The Applicant indicates that the building will meet the Stretch Code. Additional information regarding the LEED Checklist is needed.

IV. Conditions

General

1. The final design, sign, exterior material, landscaping, and lighting plans shall be subject to the approval of the Arlington Redevelopment Board at the time when future operators are identified. Any substantial or material deviation during construction from the approved plans and specifications is subject to the written approval of the Arlington Redevelopment Board

2. Any substantial or material deviation during construction from the approved plans and specifications is subject to the written approval of the Arlington Redevelopment Board.
3. The Board maintains continuing jurisdiction over this permit and may, after a duly advertised public hearing, attach other conditions or modify these conditions as it deems appropriate in order to protect the public interest and welfare.
4. Snow removal from all parts of the site, as well as from any abutting public sidewalks, shall be the responsibility of the owner and shall be accomplished in accordance with Town Bylaws.
5. Trash shall be picked up only on Monday through Friday between the hours of 7:00 am and 6:00 pm. All exterior trash and storage areas on the property, if any, shall be properly screened and maintained in accordance with Article 30 of Town Bylaws.
6. The Applicant shall provide a statement from the Town Engineer that all proposed utility services have adequate capacity to serve the development. The applicant shall provide evidence that a final plan for drainage and surface water removal has been reviewed and approved by the Town Engineer.
7. Upon installation of landscaping materials and other site improvements, the Applicant shall remain responsible for such materials and improvement and shall replace and repair as necessary to remain in compliance with the approved site plan.
8. Upon the issuance of the building permit the Applicant shall file with the Inspectional Services Department and the Police Department the names and telephone numbers of contact personnel who may be reached 24 hours each day during the construction period.



Town of Arlington, Massachusetts
Department of Planning & Community Development
730 Massachusetts Avenue, Arlington, Massachusetts 02476

Public Hearing Memorandum

The purpose of this memorandum is to provide the Arlington Redevelopment Board and public with technical information and a planning analysis to assist with the regulatory decision-making process.

To: Arlington Redevelopment Board

From: Jennifer Raitt, Secretary Ex Officio

Subject: Environmental Design Review, 1207-1211 Massachusetts Avenue, Arlington, MA Docket #3602

Date: January 21, 2020

Since the initial public hearing on July 22, 2019, the Department of Planning and Community Development (DPCD) staff and members of the Arlington Redevelopment Board (ARB) have provided feedback to the applicant, Jim Doherty, in relation to the above-noted Docket in different formats, including at the public hearing session, emails, and in-person meetings. This memo documents how the materials submitted by the applicant are responsive. Attached to this memo is correspondence that Attorney Winstanley-O'Connor responds to in her letter dated January 21, 2020.

1. Conduct a traffic study, with a focus on Mass Ave, Lowell, Appleton, Forest, and the neighborhood adjacent to the project site, determine how the use may impact circulation in the area, and complete the study when school is in session.

An overview of traffic information prepared by BSC Group was submitted by the applicant. This overview provides a good basis for understanding the potential trip generation of the mixed-use structure; however, it does not include an analysis of area circulation. It also does not provide an analysis of area intersections and does not provide any recommendations on how the trips generated by the proposal may be mitigated.

The overview by BSC Group notes that right turns onto Clark Street from the parking area will not occur as the parking will be controlled by the valet staff.

2. Show parking onsite and document any offsite parking for employees and tour buses.

The materials provided on January 21, 2020, indicate some adjustments were made to the garage parking and the surface parking to the rear of the building to accommodate moving the dumpster away from Clark Street. In the garage, four spaces were gained by adjusting the size of the parking spaces which are complaint with the Zoning Bylaw and slighting oversized. Five spaces were reduced in surface parking to provide an adequate size drive aisle for two-way traffic and access to the dumpster. At its narrowest, the two-way drive aisle does not comply with the required 24 feet, but it is noted that access is only available to valet and other delivery services in order to minimize vehicular conflicts.

No additional information has been provided regarding employee parking and tour bus parking. A reference to the Mill Brook Animal Clinic offering to provide additional off-site parking was made, but no formal documentation of a shared parking agreement has been provided.

3. Identify where and how passenger and delivery loading and unloading will occur, and determine whether delivery vehicles have the adequate turning radius onto Clark Street from the project site.

As noted above, the surface parking at the rear of the site was adjusted to provide more adequate space for loading and unloading of deliveries. The materials submitted on January 21, 2020, indicate that single-unit box trucks and smaller vehicles will be making deliveries to the site at the rear of the building. Additionally the dumpster was moved from Clark Street frontage to the interior of the site. However, no documentation is provided to illustrate the turning radii of the types of vehicles that would typically enter and exit the project site to make deliveries, so the feasibility of this could not be assessed.

The addition of the circular driveway off of Mass Ave will facilitate passenger loading and unloading outside of the public right-of-way limiting conflicts between pedestrians, bicycles, and other vehicles on Mass Ave. This is a better solution than the cut out of the sidewalk originally proposed. Outside of business hours, the circular driveway could be used for deliveries as well.

4. Provide information on the valet parking plan.

The information provided by BSC Group indicates that all parking onsite will be controlled by valet staff and there is no self-parking. There is no information about offsite parking provided.

5. Calculate the floor area ratio (FAR) for the building and the bonus and open space.

Exhibit A to Attorney Winstanley-O'Connor's memo is an accounting of the FAR for the building and how the bonus provisions of Section 5.3.6 apply to the proposal. Exhibit B to Attorney Winstanley-O'Connor's memo is an accounting of open space calculations.

6. Share a marketing study of similar hotels, including hotel operators, customer base, rack rates, and amenities.

The applicant has indicated that this information is proprietary and is not relevant to the relief being sought.

7. Re-evaluate the shadow study previously submitted to consider the existing shadows and provide a comparison and determine any impact to solar arrays in the neighborhood.

The plan set includes an updated shadow study based on the new building. The plan set also includes a shadow study documenting the existing conditions of the building and shows trees at the rear of the site.

Two properties with solar panels have been identified as 18 Pierce Street and 24 Clark Street. The property at 24 Clark Street is beyond the reach of the proposal's shadows, but it appears that the early afternoon shadow on the Winter Solstice will affect 18 Pierce Street.

8. Submit a revised LEED Checklist and make some assumptions to bring the credits up.

An updated LEED Checklist has been provided. The score has increased from 21 points to 52 points.

9. Show ADA accommodations in parking lot and along the Mass Ave frontage.

One accessible parking space has been designated in the rear surface parking lot. The reference to ADA accommodations along the frontage refers to the original version of the proposal which included a cut out in the sidewalk to provide a wider shoulder for loading and unloading.

10. Show any plans for sidewalk enhancement on Clark Street.

The plan set illustrates how the at-grade open space on the lot will be improved and activated and that a concrete sidewalk will be extended around the hotel on Clark Street. Further detail was not provided.

11. Improve the design of roof top mechanicals and kitchen venting.

The rendering shows more roof top mechanical equipment, but no roof plan was submitted or specifications for the roof top mechanical equipment or kitchen venting. The memo from Attorney Winstanley-O'Connor indicates that the final locations will be determined at a later stage.

12. Revisit the quantity and placement of louvers on the main façade of the building.

The louvers proposed on the façade have been eliminated.

13. Show additional bike parking at the front of the hotel.

Parking racks are proposed on Mass Ave rather than off of Clark Street in the current plan set. Relocating the bicycle parking to the main frontage is an improvement.

14. Re-evaluate the façade elevations including the materials proposed for the façade, the hierarchy between the restaurant and hotel entrances, the sliding doors on the fourth floor of the building, windows on the Clark Street elevation, and screening for the rear deck.

The materials proposed for the façade have been updated to reflect comments made by two members of the ARB who provided detailed feedback. The materials proposed now include brick, masonry, and clapboard panels, and the use of such materials is specified on the elevations.

The plan set has been revised to make the hotel entrance more prominent than the restaurant entrance.

Sliding doors are still proposed for the fourth floor hotel units.

The Clark Street elevation has been revised.

The rear deck has been eliminated from the proposal.

15. Re-evaluate the restaurant space planning and the location of the hotel gym.

The plan set has been revised to show no seating or space usage in the restaurant in response to a question regarding the accuracy of the seat count. Note that while the parking requirement for restaurants is based on the seat count, in mixed-use structures such as this one, the first 3,000 square feet of space is exempt from meeting the parking requirement. The restaurant is proposed at 2,816 square feet.

In the original proposal, the location of the gym required hotel guests to leave the interior of the building and then reenter the building elsewhere to access the gym. In this submission, the gym has been eliminated from the proposal.

16. Re-evaluate the secondary signage on Clark Street.

A wall sign remains on the Clark Street elevation for the restaurant.

17. Provide more details on the proposed lighting.

Attorney Winstanley-O'Connor's memo notes that the lighting will be energy efficient LED low profile lighting. Deflectors and other technology will be utilized, and a photometric study will be prepared prior to installation. The ARB may desire to see that photometric plan as well as lighting specifications to understand the type of fixtures to be used for the proposal and how it may or may not impact abutters.

Attachment:

1. Memo to Jim Doherty dated January 7, 2020.



TOWN OF ARLINGTON
DEPARTMENT OF PLANNING and
COMMUNITY DEVELOPMENT

TOWN HALL, 730 MASSACHUSETTS AVENUE
ARLINGTON, MASSACHUSETTS 02476
TELEPHONE 781-316-3090

MEMORANDUM

To: Jim Doherty, Trustee, 1211 Mass Ave Realty Trust

From: Jennifer Raitt, Director of Planning and Community Development

cc: Mary Winstanley-O'Connor, Esq.

Date: January 7, 2020

Re: Docket #3602, 1207-1211 Massachusetts Avenue supplemental materials and follow-up

Thank you for your submission of materials to my office on January 2, 2020 per my most recent memo and requests. The Department of Planning and Community Development (DPCD) staff reviewed the materials received, dated December 12, 2019, and note that they are an updated plan set that illustrates changes made to the site and the building in the intervening time since the public hearing in the summer 2019 based on feedback from staff and ARB members. This memo documents how the submitted materials respond to items outlined and annotated in two emails sent to you following the initial public hearing on this project on July 22, 2019.

In an email from Erin Zwirko, Assistant Director, to you dated July 24, 2019, the staff enumerated the items that were requested by the Arlington Redevelopment Board (ARB) members during the initial public hearing session:

1. Traffic Study, with a strong focus on Mass Ave, Lowell, Appleton, Forest, and the neighborhood behind the project site and circulation in the area, and completed when school is back in session;

DPCD has not yet received a traffic study.

2. Parking onsite, and any offsite parking for employees and tour buses;

The materials provided on January 2, 2020, indicate some adjustments were made to the garage parking and the surface parking to the rear of the building to accommodate moving the dumpster away from Clark Street. In the garage, four spaces were gained by adjusting the size of the parking spaces; however, no dimensions are provided making compliance with the Zoning Bylaw difficult to determine. Five spaces were reduced in surface parking, presumably to provide an adequate size drive aisle for two-way traffic and access to the dumpster, but no dimensions are provided to document compliance with the Zoning Bylaw. Overall, moving the dumpster away from Clark Street is an improvement.

No additional information has been provided regarding employee parking and tour bus parking. There was reference to the Mill Brook Animal Clinic offering to provide additional off-site parking, but no formal documentation of a shared parking agreement has been provided.

3. Loading and unloading and deliveries, where and how will it happen and determining if vehicles have the ability to turn onto Clark Street and into the project site;

As noted above in what we have received relative to item 1 (Traffic Study), the surface parking at the rear of the site was adjusted to presumably provide more adequate space for loading and unloading of deliveries.

The addition of the circular driveway off of Mass Ave will facilitate passenger loading and unloading outside of the public right-of-way limiting conflicts between pedestrians, bicycles, and other vehicles on Mass Ave. This is a better solution than the cut out of the sidewalk originally proposed. Outside of business hours, the circular driveway could be used for deliveries as well.

4. Accounting of the FAR for the building and the bonus;

DPCD has not received an updated accounting of the FAR for the building and how the bonus provisions of Section 5.3.6 apply to the proposal.

5. Open space calculations;

DPCD has not received updated open space calculations.

6. Marketing study of similar hotels you've identified, including who operates these hotels, their customers, rack rates, amenities, etc.;

DPCD has not received a marketing study for similar hotels in the greater Boston area.

7. Take another look at your shadow study, consider the existing shadows and provide a comparison and determine any impact to solar arrays in the neighborhood;

The plan set includes an updated shadow study based on the new building. The plan set also includes a shadow study documenting the existing conditions of the building and shows trees at the rear of the site. The updated materials do not identify if any of the adjacent buildings have solar arrays installed.

8. Reconsider the LEED Checklist and make some assumptions to bring the credits up;

DPCD has not received an updated LEED Checklist.

9. ADA accommodations in parking lot and along frontage; and

One accessible parking space has been designated in the rear surface parking lot. The reference to ADA accommodations along the frontage refers to the original version of the proposal which included a cut out in the sidewalk to provide a wider shoulder for loading and unloading.

10. Better understanding of roof top mechanicals and kitchen venting.

The rendering shows more roof top mechanical equipment, but no roof plan was submitted or specifications for the roof top mechanical equipment or kitchen venting.

In an email forwarded from Erin Zwirko to you dated July 29, 2019, an ARB member provided comments on the proposal including:

1. Prepare a full transportation plan to understand the impact on the intersection with Appleton/Mass Ave and the adjacent secondary streets. Consider the public recommendation of restricting right turns onto Clark;

DPCD has not yet received a transportation plan.

2. What are the plans for sidewalk enhancement on Clark around the hotel?

The plan set illustrates how the at-grade open space on the lot will be improved and activated; however, there is not information regarding sidewalk enhancements on Clark Street.

3. Currently no bike parking is shown at the front of the hotel for restaurant guests. What dayparts is the restaurant open for? Only dinner? Or breakfast and lunch? Think about public need for bike parking for the dining space based on daypart.

Parking racks are proposed on Mass Ave rather than off of Clark Street in the current plan set. Relocating the bicycle parking to the main frontage is an improvement.

4. What is the plan for deliveries and loading/unloading of buses? Restricted hours?

DPCD has not received detailed information about deliveries and loading or unloading of buses. The circular driveway and adjustments to the rear surface parking lot might accommodate these functions better, but there is not documentation or dimensions to determine compliance with the Zoning Bylaw.

5. Please detail the hotel valet parking plan proposed to include offsite parking to mitigate the differential between number of hotel rooms, staff, restaurant patrons, and parking spaces.

DPCD has not received a detailed hotel valet parking plan.

6. Please take another look at the materials proposed for the facade. The stucco and metal panel proposed are not materials that are found in the neighborhood of businesses in the Heights or Arlington Center and are not contextually appropriate nor are they appropriate for the level of Boutique Hotel that has been expressed as the operational/marketing intent. I would suggest that you take another look at the precedents that were cited in the application and come back with a more contextually appropriate facade design. Think about masonry, clapboard, and other more appropriate materials.

The materials proposed for the façade have been updated to reflect comments made by two members of the ARB who provided detailed feedback. The materials proposed now include brick, masonry, and clapboard panels. However, detailed information regarding the materials is not provided.

7. The quantity and placement of louvers on the main facade of the building are concerning and should be revisited.

The louvers proposed on the façade have been eliminated.

8. Think about the hierarchy between the Restaurant and Hotel entrances. Currently they are both rendered identically, when they have the opportunity to more individually present themselves.

The plan set has been revised to make the hotel entrance more prominent than the restaurant entrance.

9. The sliding doors on the front facade of the building on the 4th floor are not appropriate for the context of the neighborhood. If doors are proposed, consider swing doors. Similarly, the horizontal windows on the Clark St elevation are not contextually appropriate.

Sliding doors are still proposed for the fourth floor hotel units. The Clark Street elevation has been revised.

10. Restaurant planning - You are showing more seating than is achievable and you should accurately identify your potential seat count for the parking study. A good rule of thumb for a restaurant this size is dedicating 1/3 of the space to kitchen/BOH. As an example, currently there is no walk in shown cooler for the restaurant or enough dry storage. This will help mitigate some of the public concern about the number of seats.

The plan set has been revised to show no seating or space usage in the restaurant space. Without knowing the number of seats proposed for the restaurant, DPCD cannot confirm the parking required per the Zoning Bylaw for the proposal.

11. What are you planning for the deck on the rear of the building? is this seating? For the restaurant or the hotel lounge? Think about noise impact on the neighbors. Think also about whether they should look down onto the parking area. Should screening be incorporated? Wood? Vegetated?

The rear deck has been eliminated from the proposal.

12. It appears that the only access to the gym is to leave the interior of the building, walk across the parking area and into the gym under the restaurant. This does not seem like an ideal solution for your guests.

The gym has been eliminated from the proposal.

13. Reconsider the lit secondary signage on Clark St, especially if the parking is expected to be Valet and solely for the hotel staff and guests. If additional signage is proposed, perhaps a vertical banner or blade sign on the front facade to speak to approaching drivers on MA Ave would be more appropriate.

A wall sign remains on the Clark Street elevation for the restaurant.

14. Come back with more details on the proposed lighting under the overhang on Mass Ave (above outdoor seating) and in the parking garage under the building as this will spill over into the neighborhood.

DPCD has not received information on the proposed lighting or how it may or may not impact abutters.

Please provide us with a response to the above-noted items that we have not yet received by January 20th.

Should you have any questions regarding this feedback, please contact my office at 781-316-3092 or by email.

Thank you.



Town of Arlington, Massachusetts
Department of Planning & Community Development
730 Massachusetts Avenue, Arlington, Massachusetts 02476

Public Hearing Memorandum

The purpose of this memorandum is to provide the Arlington Redevelopment Board and public with technical information and a planning analysis to assist with the regulatory decision-making process.

To: Arlington Redevelopment Board

From: Jennifer Raitt, Secretary Ex Officio

Subject: Environmental Design Review, 1207-1211 Massachusetts Avenue, Arlington, MA
Docket #3602

Date: May 14, 2020

This memo is provided as an update to the last memo provided on January 21, 2020. The following items have been requested and remain outstanding in relation to this application:

1. The Board requested an improved traffic study with a focus on Mass Ave, Lowell, Appleton, Forest, and the neighborhood adjacent to the project site, to determine how the use may impact circulation in the area, and to complete the study when school is in session (this last item is now hindered by the COVID-19 pandemic).
2. Provide updated plans or documents showing the following items:
 - a. Offsite shared parking agreement for employees;
 - b. Offsite shared parking agreement for tour buses;
 - c. Passenger and delivery loading and unloading, including showing the turning radius onto Clark Street from the project site;
 - d. Floor area ratio (FAR) calculation for the building, bonus, and open space;
 - e. Updated shadow study and updated elevations based upon a topographical study and site survey.
 - f. Plans for sidewalk upgrades adjacent to the curb cut on Clark Street.
 - g. Elimination or revision to secondary signage on Clark Street.
 - h. A detailed exterior lighting plan.



Town of Arlington, Massachusetts
Department of Planning & Community Development
730 Massachusetts Avenue, Arlington, Massachusetts 02476

Public Hearing Memorandum

The purpose of this memorandum is to provide the Arlington Redevelopment Board and public with technical information and a planning analysis to assist with the regulatory decision-making process.

To: Arlington Redevelopment Board

From: Jennifer Raitt, Secretary Ex Officio

Subject: Environmental Design Review, 1207-1211 Massachusetts Avenue, Arlington, MA
Docket #3602

Date: July 2, 2020

This memo is provided as an update to the last memo provided on May 14, 2020. The following items have been provided relative to this application:

1. The applicant provided an updated Traffic Impact and Access Study which was conducted in February 2020 and finalized in June 2020 by BSC Group. The study addresses key intersections in relation to this proposal as well as potential impacts on adjacent streets. The conclusion notes that the level of impact to streets and study area intersections is minimal and mitigation would not be needed.

The study notes the issues related to an area intersection. The Select Board formed a committee to study that intersection at Mass Ave and Appleton Street to devise solutions to address longstanding safety concerns. We can anticipate short-term roadway improvements while also awaiting long-term solutions. These solutions are likely to be beneficial to this intersection and subsequently to help address any increased traffic volume, pedestrians, and bicyclists.

2. The applicant provided a letter regarding available spaces for employees. The applicant did not provide any letter regarding layover parking for tour buses; Both the employee and tour bus shared parking agreements need to be incorporated into an amended Transportation Demand Management proposal.

3. The plans illustrate where patrons are dropped off and picked up. The plans also illustrate where and how delivery vehicles will load and unload, as well as the turning radius onto Clark Street from the project site.
4. The applicant provided a letter regarding the floor area ratio (FAR). The applicant has not provided calculations specific to the bonus provisions or open space.
5. The applicant provided a grading plan with spot elevations. The shadow study was updated according to those spot elevations.
6. The applicant provided an update plan showing sidewalk upgrades adjacent to the curb cut on Clark Street.
7. The applicant eliminated the secondary signage on Clark Street.
8. The applicant provided a photometric plan based on three lighting fixtures. Specifications are in the plan schedule.



Town of Arlington, Massachusetts
Department of Planning & Community Development
730 Massachusetts Avenue, Arlington, Massachusetts 02476

Public Hearing Memorandum

The purpose of this memorandum is to provide the Arlington Redevelopment Board and public with technical information and a planning analysis to assist with the regulatory decision-making process.

To: Arlington Redevelopment Board

From: Jennifer Raitt, Secretary Ex Officio

Subject: Environmental Design Review, 1207-1211 Massachusetts Avenue, Arlington, MA
Docket #3602

Date: August 12, 2020

This memo is provided as an update to the last memo provided on May 14, 2020. The following items have been updated pursuant to this application:

1. Truck Turning Movement prepared by Engineering Alliance, Inc. illustrating turning movements of a front and rear loading garbage truck at the Clark Street entry point.
2. Updated drawing set by Lincoln Architects LLC including updated roof section, building elevations with section views, site plans, floor plans, building materials, and shadow studies.
3. Alternative fourth floor plan illustrating a roof garden and alternate roof and fourth floor view.
4. Shadow study conducted by the Department of Planning and Community Development including accompanying memo.
5. Memo from Mary O'Connor outlining the updated submittals and addressing outstanding issues pursuant to prior Board requests and public comments.



Town of Arlington, Massachusetts

2024 Meeting Schedule

Summary:

8:30 pm The Board will discuss their 2024 meeting schedule.

ATTACHMENTS:

| | Type | File Name | Description |
|---|--------------------|-----------------------------------|-------------------------------|
| ▢ | Reference Material | Meeting_Schedule_2024_-_DRAFT.pdf | Meeting Schedule 2024 - DRAFT |



ARLINGTON REDEVELOPMENT BOARD

TOWN HALL, ARLINGTON, MASSACHUSETTS 02476

TELEPHONE 781-316-3090

2024 Proposed Meeting Schedule

In general, the ARB meets on the 1st and 3rd Monday at 7:30 p.m. of every month. Monday holidays or other events may cause this schedule to change. If there are no pressing agenda items meetings may be cancelled.

| | |
|-------------|--------------|
| January 8 | June 3 |
| January 22 | June 17 |
| February 5 | July 1 |
| February 26 | July 8 |
| March 4 | September 9 |
| March 18 | September 23 |
| April 1 | October 7 |
| April 15 * | October 21 |
| April 29 * | November 4 |
| May 6 * | November 18 |
| May 20 * | December 2 |
| | December 16 |

* Subject to Town Meeting schedule

NOTE: Holidays in 2024 include the following:

- January 1 (New Year's Day)
- January 15 (Martin Luther King Jr. Day)
- February 19 (Presidents' Day)
- April 15 (Patriot's Day)
- May 27 (Memorial Day)
- June 19 (Juneteenth)
- July 4 (Independence Day)
- September 2 (Labor Day)
- October 14 (Indigenous People's Day)
- November 11 (Veteran's Day)
- November 28 (Thanksgiving)
- December 25 (Christmas Day)



Town of Arlington, Massachusetts

Correspondence

Summary:

Correspondence Received regarding Docket 3752:

- M. Walsh 06-22-2023
- K. Walsh - Petition 06-22-2023

Correspondence received regarding Docket 3602:

- D. Seltzer 11-03-2023

ATTACHMENTS:

| | Type | File Name | Description |
|---|--------------------|--|---|
| ▢ | Reference Material | CORRESPONDENCE_Walsh_06222023.pdf | CORRESPONDENCE - Walsh - 06222023 |
| ▢ | Reference Material | CORRESPONDENCE_Walsh_Petition_06222023.pdf | CORRESPONDENCE - K. Walsh Petition - 06222023 |
| ▢ | Reference Material | CORRESPONDENCE_Seltzer_11032023.pdf | CORRESPONDENCE - D. Seltzer - 11032023 |

Town Of Arlington
Arlington Redevelopment Board
Planning & Community Development
Town Hall
Arlington, MA 02476-4908
RE: ARB DOCKET #3752

June 22, 2023

Dear Ms. Ricker, AICP

I am writing to you today in response to the notice to abutters of a hearing sent by the Arlington Redevelopment Board (ARB) for review of the Calyx Peak of MA, Inc. Special Permit application to open a marijuana retail establishment at 251 Summer St. Arlington, MA.

I have reviewed both the original conceptual plan description presented to the Arlington Select Board on January 10, 2022 for the HCA agreement, and the current plans referenced in the special permit notice provided as part of this ARB hearing notice. The original conceptual plans were presented to the Select Board as part of the HCA application process, which lead to the conditional permission by the Select Board to proceed with the above referenced application. The conditional HCA then fostered the presently submitted plans that were referenced in the special permit notice ARB Docket #3752, provided as part of this ARB hearing notice. Please review and note that the presentation to the select board in pursuit of the HCA agreement, and the current plans have multiple significant differences. Please see below some of the significant inconsistencies and omissions between what was presented to the Select Board and what has been submitted to the ARB and is under consideration for Special Permitting. The inconsistencies are concerning as each board trusts that the presented concept for the actual finished retail establishment represents the complete and accurate plans for the final review and approval of each application. Certainly unidentified plan changes are not consistent with an open and complete presentation for the important decisions related to a special permit being reviewed or issued for the subject property.

Examples Include:

- The plan presented to the Select Board was for a single business and outlined the fact that the existing business was "charitably" considered "tired" and this new business would be new and vital with an improved infrastructure and increased tax basis. However, the current plan retains the same Auto Sales business and ADDs a new Marijuana Retail Business to the same building with the same property footprint and seeks to infringe on the Zoning Bylaw required buffer zones.
Please reference the 1/10/22 select board meeting video @ <https://youtu.be/yuQkHVRqFHg>
- In addition, the currently submitted traffic study is inaccurate and non-compliant as the original submitted plans identify a traffic issue that required mitigation and as a result the design details were to include a single east side entrance to the site and a single west side exit from the site, (see attached email letter submitted to Select Board Chair John Hurd from Ed Schmults, Calyx Peak CEO). The currently submitted plans presented to the ARB and under consideration, ignore this identified traffic issue and have TWO access/egress points to the site: an east side entrance & exit driveway as well as a SECOND west side entrance & exit driveway which have been identified in the Calyx Peak sponsored Traffic Study as a traffic blocking issue. Has this change been identified by the applicant to the ARB?

- Of major concern is the fact that the intersection that is the focus of the submitted traffic study, is the 2 street intersection of Summer St, and Grove St, not the 5 street intersection(s) that is adjacent to 251 Summer St. The Summer St./Grove St intersection may capture some of the traffic on Summer St. but certainly does not capture any of the Brattle, Hemlock or Symmes Roadway traffic that directly impacts access and egress from the subject property. Please see attachment #1 of the submitted traffic study where the "Location" is identified.
- Further review of the traffic study also reveals that the base traffic count information is based on year 2012 counts that were projected to 2018 counts, which are now at best 5 years old and possibly 11 years old. Please note that the 165 Unit Symmes Project was not completed until 2014, so the many vehicles associated with these units could have not been considered in the study. In addition, the Brigham's Project which added 116 rental units & associated vehicles, shares many of these same area access roadways but was also incomplete in 2012, hence the resultant traffic related to the Brigham's development have not been recorded or considered in the report.

Traffic Study Attachment #2 also states it is based on crash data estimates from MassDOT from years 2013-2017 which are at best 6 years old and possibly 10 years old and records and reflects only the reported accidents, per the traffic study documents.

Traffic Study Attachment #3 is related to a traffic blocking issues and is based on a one hour time span on a single day, Thursday 12/3/20, which was during the height of the Pandemic when citizens were instructed to stay home and therefore cannot be realistically considered as accurate. Certainly a one-day, one-hour count study will not record actual traffic counts or issues that may occur on different days of the week?

Please also note that the Auto Repair business that rented the repair bays at 251 Summer St. moved from the site in 2014 so the only traffic that entered or exited the site after 2014 until the fuel sales ended was for fuel and limited auto sales. Naturally this would likely have an impact on the traffic accident count reflected in the traffic study at the entrance and exit driveways. Please also review the Calyx Peak Select Board 1/10/22 presentation as the revenue projections reflect 153 "patients" per day but the traffic study reflects only 27 customers during weekday peak hours and 46 customers during peak Saturday hours?

- The current project plan reflects 7 parking spots for the existing Auto Sales business. Please advise/consider the following:
 - 1) how many Auto Sales employees will be onsite each day and where will they park?
 - 2) how many vehicles will be parked onsite as vehicles available for sale each day?
- The current plan reflects 13 parking spots for the Marijuana Retail Store business. Please advise/consider the following:
 - 1) how many Marijuana Sales, security and support personnel will be onsite each day during sales hours?
 - 2) Calyx Peak has stated they anticipate 150 sales per day, how many parking spaces will be available for these customers? How many spaces are required by the Zoning Bylaw to support this volume of transactions?
- The original presentation to the Select Board was for a new building, with plans indicating a structure similar to the new Calyx Peak Swampscott store, as an example. However, the issue was then left open ended as a possible re-use of the existing building. Since the present building is non-conforming without proper setbacks, it is believed if the Auto Sales business were to close, that the existing building would become a non-conforming structure on the lot and would need to be brought into conformance to be permitted for a change in use as a retail establishment, per the stated intent of Zoning Bylaw 8.1.1A? If

the Auto Sales business were to close how will the non-conforming structure and special permit be monitored and enforced? Will the Marijuana Store Special Permit be rescinded until the structure becomes conforming in the event the Auto Sales business closes?

- Zoning Bylaw 3.4.4E requires "Special attention shall be given to proper site surface drainage so that removal of surface waters will not adversely affect neighboring properties." In addition, the Town of Arlington Title V Regulations Article 15 has specific requirements for Storm Water Management that must be reviewed and evaluated for conformance. I have spoken directly with the Town Engineer and he has not been contacted by the applicant regarding this issue but does believe the location and conditions do require evaluation, compliance review and approval by the Town Engineering department.
- Review of the current plan indicates that no attention has been paid to Zoning Bylaw 5.7.3A "Screening and Buffers" between a Residential Zoned Property and a B4 district which the Town bylaw requires to have a 15' buffer zone.
- The current plan indicates a loading zone and a dumpster to be located between the rear of the building and the residential abutter. As an abutter we respectfully request an alternate location be selected for a dumpster location as per the Town of Arlington Title V Article 9 dumpster regulations note, multiple issues and concerns including character of the neighborhood, rodents, odors and the weekly emptying of the dumpster and hours of use. In addition it is believed that the required 15' buffer and screening will not allow the proper placement of a dumpster in this space as indicated. The existing building and lot size and configuration offer many alternative dumpster locations that do not pose a burden to the neighbors.
- Please review Zoning Bylaw 6.1.11.C1 for parking and loading area requirements with review and approval by the Town Engineer. There does not appear to be any reference to this requirement in the submitted documents.

Please see the attached Arlington Select Board "HOST COMMUNITY AGREEMENT PROCESS and CRITERIA" noting the additional approvals required by individual Town Boards prior to final approval.

Certainly the ARB is the authority that is entrusted to provide the guidance for implementation of the Town's "Master Plan" and the aesthetics of the views and structures that comprise the impressions and face of the Town for residents and visitors alike. This important responsibility cannot be overstated as the decisions made by the ARB can last for generations and affect property values and directly impact the lives, happiness and future of the Town's citizens.

It is critical that the procedures set in place by the Zoning Bylaws and accepted practices are followed to determine if the site and plans are compliant, acceptable and suitable for the proposed use. The Select Board may have the authority to grant an HCA, however, the ARB has the responsibility to insure that the Zoning Bylaws are complied with and evaluated to assure they support the proposed use. The Zoning Bylaws are the tried and true benchmark for evaluation prior to issuing any special permit and are truly in effect the law.

Unfortunately, the area residents & neighbors were not aware or notified of any discussion or plans about this Marijuana Retail Sales store until after the Select Board provided conditional approval of the HCA

agreement. Review of the history of the process, after the fact, reveals that all discussions including the Traffic Study right up until the Select Board 3rd application for a Calyx Peak HCA agreement, were all inclusive of a new building to be constructed on the site. The reason Calyx Peak stated that they would entertain re-use of the existing building is because at the time the construction materials supply chain was trying to recover after the Covid-19 Pandemic and had significant delays. Much has changed since the end of the pandemic and the supply chain has recovered. It would appear that if the Town of Arlington and Calyx Peak want to use this site for this new retail store, a new building should allow a Zoning Bylaw compliant aesthetically pleasing design with proper setbacks, compliant traffic plan, buffer zones and not require multiple variances, impacts and burdens to the neighbors?

Thank you for your time and understanding of the purpose of this letter. This has been our home since 1978 and we consider this to be a primary issue and concern for our happiness and the character of our neighborhood.

Sincerely,

Michael Walsh

17 Pine Avenue
Arlington, MA 02474
781-646-6209

ARLINGTON SELECT BOARD



HOST COMMUNITY AGREEMENT PROCESS & CRITERIA

I. Statement of Purpose:

The purpose of this policy is to outline the process and criteria by which Host Community Agreements ("HCAs") will be authorized by the Select Board for existing or prospective marijuana establishments. *2020 applicants are advised two (2) HCAs were awarded in 2019 towards a maximum total of three (3) permits/licenses from Arlington's Special Permit Authority.* Thus, the Select Board anticipates that selection criteria will determine not only general suitability, but the best fit for Arlington in a competitive market. The Town Manager shall negotiate specific details and execute HCAs consistent with Board findings for approved applicants.

II. Summary of Marijuana Establishment Licensing and Permitting in Arlington

The Select Board holds a limited, but important role as the first step of the lengthy process of licensing, permitting, and opening a marijuana establishment in Arlington. As part of the legalization of adult-use (recreational) marijuana sales, M.G.L. c. 94G sec. 3(d) requires each marijuana establishments (recreational and medical) intending to site within Arlington execute an HCA as a condition of state licensure.¹ While the Town Manager executes contracts and agreements for the Town, the language of c. 94G requires the Select Board's authorization to enter such agreements with each applicant.

The scope of host agreements varies by community due to differences in municipal structure and where and how local permitting and licensing has been vested in each community. However, all HCAs set forth basic financial impact-mitigation as well as other identified responsibilities of marijuana establishments.

→ Here, the Arlington Redevelopment Board ("ARB") and the Board of Health ("BOH") are the entities primarily responsible for ensuring that marijuana establishments meet zoning standards and requirements (including siting restrictions) and state and local health and safety regulations respectively. Accordingly, some areas which might be addressed in other communities by an HCA will be scrutinized during the special permit and license processes of the ARB and BOH, which will also impose conditions related to the time, place, and manner of marijuana establishment operations.

¹ While the Town and the Massachusetts Patient Foundation/Apothca entered an HCA for the medical dispensary on Water Street in February of 2016, it should be noted that HCAs were not a required by law at that time.

The overall process of receiving all necessary local and state approvals for a marijuana establishment applicant in Arlington proceeds approximately as follows:

1. HCA authorization, negotiation and execution with the Town;
2. Hosting a community meeting as required by state regulations;
3. Applying to the Cannabis Control Commission (“CCC”) for licensure;
4. Concurrently applying for a special permit to operate a marijuana establishment and operator permit before the ARB and BOH respectively;
5. Obtaining other required approvals – building permits, certificate of occupancy, etc.
6. Final inspections to ensure regulatory compliance by the CCC, Health Department, and Inspectional Services prior to receiving final state licensure.

While applicant-specific circumstances and other factors such as priority certification with the CCC for registered marijuana dispensaries could slow or accelerate successful applicants’ timelines to opening, it is likely that the series of licenses and permits required for operation would take at least 9 to 12 months from the date of HCA execution.

III. Authority & Legal Considerations

A. **Select Board Authority Under c. 94G sec. 3(d)**

The Select Board’s authority and scope of consideration for HCAs are set forth in c. 94G sec. 3(d) which reads as follows:

“A marijuana establishment or a medical marijuana treatment center seeking to operate or continue to operate in a municipality which permits such operation shall execute an agreement with the host community setting forth the conditions to have a marijuana establishment or medical marijuana treatment center located within the host community which shall include, but not be limited to, all stipulations of responsibilities between the host community and the marijuana establishment or a medical marijuana treatment center. An agreement between a marijuana establishment or a medical marijuana treatment center and a host community may include a community impact fee for the host community; provided, however, that the community impact fee shall be reasonably related to the costs imposed upon the municipality by the operation of the marijuana establishment or medical marijuana treatment center and shall not amount to more than 3 percent of the gross sales of the marijuana establishment or medical marijuana treatment center or be effective for longer than 5 years. Any cost to a city or town imposed by the operation of a Marijuana Establishment or medical marijuana treatment center shall be documented and considered a public record as defined by clause Twenty-sixth of section 7 of chapter 4.”

(emphasis added).

The CCC interprets c. 94G narrowly, noting that HCAs are intended to complement the substantial framework of 935 CMR 500², which regulates many issues of concern over retail marijuana establishments on a statewide level. Those regulations control many facets of the types of signage allowed for marijuana establishments, require criminal history background checks, prohibit delivery of recreational marijuana, and establish quality control measures such as a “seed-to-sale” tracking system.³

According to the CCC, examples of policy-oriented stipulations and conditions which may be set forth in an HCA include:

- Relocation notice, terms and requirements;
- Prioritizing local residents for jobs created at the establishment;
- Termination conditions and/or requirements for ceasing to operate, or relocating outside of the municipality;
- Security system minimum requirements for accessing the establishment and marijuana inventories;
- Providing police details for the purposes of traffic and crowd management during peak hours of operation;
- Obligations of municipalities to submit requested and required information to the CCC;
- Provision for cooperation on municipality-sponsored public health and drug abuse prevention educational programs; and
- Agreement for cooperation with community support, public outreach and employee outreach programs between the municipality and the establishment.

See e.g., CCC Guidance on Host Community Agreements.

With respect to financial terms of HCAs, both the law and the CCC cap financial arrangements at a community impact fee of 3% of gross revenue of total sales for any establishments.⁴ Communities may agree to less, but not more.

B. Arlington Zoning Bylaw & ARB Review

While the Select Board may authorize some terms and conditions of operating a marijuana establishment through an HCA, it is important to do so within the context of the Arlington Zoning Bylaw marijuana regulations. As approved on December 5, 2018, the Arlington Zoning Bylaw sections 3.4, 5.5 and 8.3 govern the siting and operation of marijuana

² A full copy of the CCC’s 37-pages of regulations on adult-use and medical marijuana establishments can be found here: <https://www.mass.gov/files/documents/2018/03/27/935cmr500.pdf>

³ Moreover, as noted above, Arlington’s BOH has incorporated the State’s marijuana regulations and enhanced them where permissible and harmonious with state law.

⁴ Some communities and establishments have negotiated terms which applicants allege exceed such limits by requiring donations to certain non-profit entities or like financial commitments. The Town’s Legal Department continues to advise against the inclusion of such terms as indeed some of those same communities are presently facing or may soon face litigation by unsuccessful applicants and/or Federal scrutiny on the basis that competitors agreed to terms not authorized by c. 94G sec. 3(d).

establishments. Marijuana establishments may only be sited in those districts allowing them (B2A, B3, B4, B5, and Industrial districts). In order to attain a special permit in any such district, applicants must further comply with “environmental design review” (“EDR”) standards.

The purpose of EDR is “to provide individual detailed review of certain uses and structures that have a substantial impact on the character of the town and on traffic, utilities, and property values, thereby affecting the public health, safety and general welfare.” Zoning Bylaw Sec. 3.4.1. The twelve (12) criteria of EDR are:

- Preservation of Landscape;
- Relation of Buildings to Environment;
- Open Space;
- Circulation;
- Surface Water Drainage;
- Utility Service;
- Advertising Features;
- Special Features;
- Safety;
- Heritage;
- Microclimate; and
- Sustainable Building and Site Design.

Furthermore, marijuana establishments are also subject to special regulations set forth in section 8.3. *See*, Attachment “B,” Zoning Bylaw Section 8.3. Most germane to the Select Board’s consideration, the Zoning Bylaw limits the number of special permits for marijuana establishment to a total of three (3), and prohibits placement of such establishments within the following “buffer zones”:

- 500 feet of K-12 schools;
- 300 feet of Town playgrounds and recreational facilities;
- 200 feet of Town libraries; and
- 2,000 feet of another like marijuana establishment of the same kind.⁵

2020 Applicants are recommended to consult with the Department of Planning and Community Development regarding the location of current or pending retail establishments.

C. Board of Health Licensing & Enforcement

Finally, the Board of Health has promulgated its “Regulation to Ensure the Sanitary and Safe Operation of Adult-Use Marijuana Establishments and the Sale of Adult-Use Marijuana,” which addresses a broad range of operational and product safety subjects including how products are displayed within stores and what kind of products can be sold. Specific prohibitions include self-service displays, “out-of-package” and/or “roll-your-own” sales, and product vending

⁵ i.e. no recreational establishment within 2,000 feet of another recreational establishment or no medical dispensary within 2,000 feet of another medical dispensary.

machines. See Attachment “C” BOH Regulations. Additional requirements include annual community meetings to hear abutter feedback, and requiring surety bonds to cover Town costs in the event of unanticipated closure. These regulations also incorporate the 900 CMR 500 (the CCC’s regulations) in order to assure consistency, continuity, and maximum enforcement authority for Health Department agents and the BOH.

IV. Select Board HCA Selection Process, Criteria and Minimum HCA Terms

Neither CCC guidance materials nor the regulations of 935 CMR 500 provide a specific process for vetting HCA applicants, especially where the limited number of special permits/licenses practically require awarding an HCA to some applicants and not others. Based upon the foregoing outline of the authorities and responsibilities, public feedback, as well as the Board’s past practice to competitively select recipients for package store licenses from a pool of applicants, the Select Board adopts the following, process criteria, and minimum HCA terms and conditions set forth below:

A. Process

1. HCA Application & Preliminary Review

Applicants will provide a complete HCA application to the Select Board Office, including but not limited to:

- a. Detailed business information, including identifying the type of business, the management team, and the names of all partners or managers with an ownership stake greater than 10%.
- b. Narrative response to an “Operating Questionnaire” designed to provide applicants the opportunity to highlight how they will meet the selection criteria approved by the Board (set forth in section C below: Selection Criteria).
- c. Regulatory compliance information, including detailing the license status of any marijuana license held throughout the Commonwealth, any violations of state or local rules and regulations within the last three (3) years relative to marijuana establishments or any Arlington bylaws, rules, or regulations;
- d. Supporting Materials, including the following:
 - A business plan;
 - A preliminary security plan;
 - A preliminary traffic and parking management plan;⁶
 - Evidence of site control; and
 - Certification of Zoning Compliance.⁷

⁶ The Select Board does not require a full and finalized traffic study or security plan given that the EDR Process as well as BOH regulations will heavily examine

- e. Proposed HCA with all minimum terms and conditions included; and
- f. Priority application status.

A Preliminary Review Team (“PRT”) consisting of the Chief of Police, the Health Director, the Planning Director, the Building Inspector, the Town Counsel, and the Town Manager or their respective designees shall review applications for completeness and provide the Board with comments, objections to applicants, or further questions for the applicants in advance of presentations to the Select Board.

The Marijuana Study Group shall also review applications to present their questions, concerns, and comments to the Select Board in advance of application presentations.

An application fee of \$250 shall also be provided to the Select Board Office.

2. Presentations before the Select Board

Following PRT and Marijuana Study Group preliminary review, applicants will be invited to make a 20 minute presentation to the Select Board, further addressing the HCA Selection Criteria, their proposed HCA, and other information they wish to emphasize to the Board and the public.

B. Selection Criteria

The Board will consider the following criteria as probative of the quality of applicants experience and plan for operating in Arlington:

- a. Completeness and quality of application;
- b. Demonstrated direct experience in the cannabis industry or a similar industry, such sensitive retail and related commercial uses – package stores, establishments with other types of alcohol licenses or age-restricted products;
- c. Relevant business experience in Arlington;
- d. Relevant business experience in the Commonwealth of Massachusetts;
- e. A sound preliminary business plan which evidences applicants’ financial resources, proposed scale of operation, inventory sources and plans for inventory management, as well as anticipated costs and revenues;

⁷ As noted above, the Zoning Bylaw allows for marijuana establishments by special permit only in certain districts, and further establishes a variety of buffer zones where establishments may not be sited without further relief from the ARB. The ARB may grant an exception to buffer zones as provided in Zoning Bylaw sec. 8.3(b)(2). However, given the likely competition for licenses, all applicants for HCAs should demonstrate site control in one of the zoned districts for marijuana establishments as well as siting outside a buffer zone *or* substantial evidence that an exception is feasible due to site specific conditions.

- f. A strong employee training process and plan to ensure regulatory compliance;
- g. A sound preliminary security plan including inventory;
- h. A sound preliminary traffic and parking plan demonstrating basic feasibility of the site and/or intended traffic and parking mitigation measures;
- i. For adult-use applicants, intention to co-locate Registered Marijuana Dispensary operations to ensure access to Arlington medical marijuana patients;
- j. Commitment to youth safety, abuse prevention, and community education;
- k. Commitment to diversity and local hiring; and
- l. Maintenance of geographic balance in the distribution of marijuana establishments. **2020 Applicants are advised to consult the Planning Department on the current or proposed locations of retail establishments with executed HCAs.*

The aforementioned criteria are not exhaustive, nor are any single criteria determinative. The Board shall also weigh any objections, concerns, or comments of the PRT. Applicants are encouraged to inform the Board of unique qualifications they may possess.

****Applicants should take note that to the extent the criteria overlap with those which would be applied during ARB or BOH permit and license reviews, applicants are advised that the grant of an HCA by the Select Board shall not be considered as evidence of appropriateness in such processes.*

C. Minimum HCA Terms & Conditions

Applicants are invited to provide their own HCA proposals with the following minimum requirements and restrictions:

- 1. A Community Impact Fee equal to 3.0% of the establishment's gross sales;
- 2. Annual filing of financial statements with the Town;
- 3. Provision of financial reporting records required by the CCC to the Town within a reasonable timeframe;
- 4. Maintenance of books and other financial records pertaining to the requirements of the HCA consistent with accounting standards and guidelines of the CCC;
- 5. Commitment to hiring local, qualified employees, and diverse employees to the extent consistent with the law;
- 6. Commitment to hiring local vendors, suppliers, and contractors from diverse businesses to the extent permitted by law;

7. Commitment to participation in youth health, safety, and prevention programs;
8. Cooperation with the Arlington Police Department to ensure effective security, including periodic meetings to review of security protocols and agreement on the placement of exterior security cameras and devices; and
9. If applicable, commitment to cooperate with the Town to prevent Hardship Cultivation Registration for medical marijuana patients;

In light of the CCC's Guidance, the Select Board will not accept additional financial incentives or payments to private entities as a condition of HCAs.

V. HCA Application Deadlines and Decisions

A. Application Timeline

- The first round of applications must be submitted by no later than *12 p.m. Friday*, [REDACTED]
- The PRT and Marijuana Study Group will conduct parallel preliminary review of applications and submit their comments and questions to the Select Board;
- Applicant presentations shall be made [REDACTED]

B. Application Decisions

The Select Board endeavors to make determinations on HCA applications in an efficient and transparent manner, mindful that successful applicants for an HCA will be scrutinized in detailed fashion during the lengthier state licensure, special permit, and BOH licensure processes. The Board will not formally score applications, nor will it issue written decisions.

The Board must determine which applications will be approved in an open, public meeting. If equipped with sufficient information, the Board endeavors to vote after hearing all applicant presentations with time for Board questions. In the event the Board requires additional time, applicants will be so advised.

BY EMAIL (mkrepelka@town.arlington.ma.us)

Mr. John Hurd, Select Board Chair
Select Board
Town of Arlington
c/o Marie Krepelka, Select Board Administrator
730 Mass Ave.
Arlington, MA 024756

RE: 251 Summer St

Calyx Peak of MA Inc. – Host Community Agreement – Request for Reconsideration

Dear Chair Hurd,

Calyx Peak of MA Inc. (Calyx Peak) is submitting this letter and the attached Traffic Assessment in support of our request for the Select Board to reconsider its vote relative to issuing Calyx Peak a Host Community Agreement (HCA) for its retail location at 251 Summer St.

As you may know, Calyx Peak has a long history of working with the Town of Arlington to open a retail marijuana location. As part of the town's most recent HCA process, Calyx Peak participated in two (2) Select Board meetings. During these meetings Calyx Peak listened carefully to the comments of the Board, taking into consideration anything Calyx Peak could do to reasonably address the feedback from the Board. To that end, Calyx Peak took two immediate steps; first Calyx Peak engaged with a traffic engineering firm to study the site and provide recommendations that would minimize any traffic concerns or issues related to the surrounding neighbors specifically and the community generally. Second Calyx Peak began to reach out to the community for their feedback. Calyx Peak believes these steps were critical to address feedback from the Select Board and to properly address any impacts to the community.

Calyx Peak engaged McMahon Associates (McMahon) to conduct a Traffic Assessment for 251 Summer St. As part of the Traffic Assessment Calyx Peak directed McMahon to assess the following conditions: Adjacent Roadway Network, the nearby Signalized Intersection, Traffic Volumes, Safety Analysis (Crash Data), Site Generated Traffic, Sight Distances, as well as to conduct a real time onsite Queuing Observation. Based on all the available data as well as the onsite observations McMahon provided the following conclusion:

"Conclusions

Based on a review of the proposed project, a conservative estimate of vehicle trips to the site would result in an increase of less than 4% on Summer Street (Route 2A) during the weekday afternoon peak hours. A review of the site access based on MassDOT records indicates no crashes occurred at the West Site Driveway and East Site Driveway between 2013 and 2017. Based on AASHTO guidelines, adequate sight distance is available looking both directions along Summer Street (Route 2A). As a result, the proposed RMD is not anticipated to have a significant impact on the safety and operations of Summer Street (Route 2A) or the surrounding roadway network."

It should be noted that during the onsite observations it was observed that the east side driveway entrance can become blocked by traffic backing up at the light. To that end McMahon recommended and Calyx Peak has agreed that it will make the east side driveway an entrance only and the west side driveway exit only. McMahon believes structuring the entry and exit in this way will eliminate any issues with people leaving the business on the east side. Further, Calyx Peak will also work with the Planning Department and civil engineers to evaluate moving both the entrance and exit further to the west as part of the site during site plan development, should the project be approved by the Select Board to move forward. For the Board's consideration, Calyx Peak has attached the full Traffic Assessment and supporting documentation.

Additionally, as Calyx Peak has stated publicly many times, Calyx Peak wants to be an outstanding partner and good corporate citizen to the Town of Arlington, our abutters, and the community as a whole. Calyx Peak knows that seeking direct feedback from the residents is the best way to do so. In support of Calyx Peak's goal to gather feedback Calyx Peak began to reach out to residents who are very active in the community and who would be able to provide feedback of any concerns related to the proposed location and business. Calyx Peak conducted primarily phone and email outreach given the ongoing health concerns related to COVID-19.

On November 23rd, Calyx Peak set up a community outreach meeting via Zoom for residents to provide feedback about our project. The meeting information was provided to the Town, as well as directly to residents through email. Calyx Peak sent invites, reminders and Zoom meeting details via email. The Zoom meeting was open to the public and did not require registration, in order to facilitate an open meeting and lower the barriers to joining the meeting. On November 23rd, no residents attended the meeting. However, the Town did have a representative attend to observe the meeting on behalf of the Town.

Calyx Peak remains deeply committed to Arlington. Calyx Peak wants to bring a great team and a great business to the Arlington community. Calyx Peak believes it can turn the current site into a compelling and attractive retail space and play a discrete but vital role in the community.

I greatly appreciate and thank the Select Board for its time and consideration of Calyx Peak's request. Please feel free to contact me should you require any additional information.

Sincerely,



Ed Schmults
Chief Executive Officer

cc: Adam Chapdelaine, Town Manager (*by email only*) (achapdelaine@town.arlington.ma.us)

MEMORANDUM

TO: Ms. Gwen Takagawa, Calyx Peak Companies

FROM: Jeffrey T. Bandini, P.E., PTOE

DATE: December 14, 2020

RE: 251 Summer Street (Route 2A), Arlington, MA
Retail Marijuana Dispensary

McMahon Associates has completed a traffic assessment for the proposed Retail Marijuana Dispensary (RMD) development to be located at 251 Summer Street (Route 2A) in Arlington, Massachusetts. This memorandum reviews the trip generating characteristics of the proposed project, the surrounding roadway network, and the layout of the project access.

Project Description

The existing site, located at 251 Summer Street (Route 2A), houses a commercial building occupied by an auto repair center and dealership. Based on information provided by the client, the proposed project would remove the existing structure and construct a 2,500 square foot (s.f.) RMD. Access to the site would be provided via two site driveways on the north side of Summer Street (Route 2A) generally in the same location as the existing curb cuts.

The site is bounded by Summer Street (Route 2A) to the south, and residential properties to the west, north, and east. The signalized intersection of Summer Street (Route 2A) and Brattle Street/Symmes Road is located approximately 250 feet east of the project site.

The project site location is shown in Figure 1.



Adjacent Roadway Network

Summer Street (Route 2A) is classified by the Massachusetts Department of Transportation (MassDOT) as an urban minor arterial under Town of Arlington jurisdiction, primarily providing access to commercial and residential land uses. Summer Street (Route 2A) generally runs in the east-west direction through the Town of Arlington, and includes two vehicle travel lanes, one in each direction. Sidewalks are provided along both sides of the roadway. No bicycle facilities are provided along Summer Street (Route 2A). The posted speed limit along Summer Street (Route 2A) is 30 miles per hour in both directions in the vicinity of the project site.

Massachusetts Bay Transportation Authority (MBTA) Bus Route 67 provides transit service along Summer Street (Route 2A), with a stop located at the intersection of Summer Street (Route 2A) at Brattle Street/Symmes Road.

Brattle Street is classified as an urban minor arterial under Town of Arlington jurisdiction, primarily providing access to residential properties. Brattle Street generally runs in a north-south direction and provides two vehicle travel lanes, one in each direction. Sidewalks are provided along both sides of Brattle Road and there is no posted speed limit along Brattle Street.

Symmes Road is classified as a local roadway under private jurisdiction, providing access to the Arlington 360 apartment complex and the Brightview Arlington assisted living center. Symmes Road generally runs in a north-south direction and provides two vehicle travel lanes, one in each direction. Sidewalks are provided on the east side of the roadway and no bicycle facilities are provided along Symmes Road. There is no posted speed limit along the Symmes Road.

Signalized Intersection

Summer Street (Route 2A) at Brattle/Symmes Road consists of two clustered signalized intersections operating under the same controller. The intersection includes five approaches including Summer Street (Route 2A) eastbound and westbound, Brattle Street northbound and southbound, and Symmes Road southbound. The intersections and lane configurations are outlined below:

West Signal - Summer Street (Route 2A) at Brattle Street

- Summer Street (Route 2A) eastbound - one multi-purpose lane and one channelized right-turn lane.
- Brattle Street northbound – one multi-purpose lane.
- Brattle Street southbound – one exclusive left-turn lane and one shared through/right-turn lane.

East Signal - Summer Street (Route 2A) at Symmes Road

- Summer Street (Route 2A) westbound - one multi-purpose lane.
- Symmes Road southbound – one exclusive right-turn lane and one exclusive left-turn lane.

The intersection is controlled by an actuated traffic signal with three phases for vehicular traffic, including a phase for Summer Street (Route 2A) eastbound and westbound traffic, followed by a phase for northbound and southbound traffic on Brattle Street, and then a phase for southbound Symmes Road traffic. Pedestrian movements are accommodated by a push-button activated exclusive pedestrian phase for the crosswalks which span all of the roadway approaches.

Traffic Volumes

Turning Movement Counts (TMC) were obtained from the Town of Arlington within the study area during the weekday afternoon peak period. TMCs were available for the intersection of Summer Street (Route 2A) at Brattle Street/Symmes Road (that were conducted on Thursday, April 26, 2012) and these TMCs were used in intersection crash rate calculations (see Safety Analysis section below). Additional TMCs were available for the intersection of Summer Street (Route 2A) at Grove Street (conducted on Wednesday, May 16, 2019), located approximately 1000 feet east of the project site. To convert the peak hour volumes from the TMCs to an average daily traffic (ADT) value, the peak hour volumes were divided by a K factor (proportion of daily traffic occurring during the peak hour) of 8.1%. The K factor was derived from the traffic counts received from the Town of Arlington as part of the Arlington High School study. A summary of the ADT and weekday afternoon peak hour traffic volumes on Summer Street (Route 2A) are shown in Table 1 and provided as an attachment.

Table 1: Summer Street (Route 2A) Traffic Volumes

| Location | Direction | Afternoon Peak 2018 ⁽¹⁾ | 2018 ADT ⁽²⁾ (vpd) |
|--------------------------|--------------|--|----------------------------------|
| | | | |
| Summer Street (Route 2A) | Eastbound | 800 | 9,300 |
| | Westbound | <u>700</u> | <u>8,400</u> |
| | TOTAL | 1,500 | 17,700 |

(1) Peak Hour volumes based on TMCs conducted on Wednesday May 16 2018 at intersection of Summer Street at Grove Street. Peak hour 4:30 PM - 5:30 PM as part of the Arlington High School Study provided by the Town of Arlington.

(2) Average Daily Traffic based on K factor of 8.10% calculated from the Arlington High School Study provided by the Town of Arlington.

As shown in Table 1, the ADT along Summer Street (Route 2A) was approximately 17,700 vehicles per day in 2018 (9,300 eastbound and 8,400 westbound). The weekday afternoon peak hour volume was estimated at approximately 1,500 vehicles in 2018.

Safety Analysis

Crash data was obtained from MassDOT for the most recent five-year period available to analyze reported crashes within the vicinity of the proposed site driveways and the signalized intersection of Summer Street (Route 2A) and Brattle Street/Symmes Road. This data includes complete yearly crash summaries for 2013 through 2017. Over the five-year period analyzed, there were no reported crashes on Summer Street (Route 2A) in the vicinity of the project site driveways.

There were twelve reported crashes at the signalized intersection of Summer Street (Route 2A) and Brattle Street/Symmes Road over the five-year period analyzed. Two of these reported crashes were angle collisions, six were rear-end collisions, three were sideswipe collisions, and one was a single vehicle crash. Of the twelve reported crashes, four resulted in personal injury, four resulted in property damage only, and four were of unknown severity. No reported crashes involved pedestrians or bicycles. Based on the entering traffic volumes for the signalized intersection, the crash rate was 0.34 crashes per million entering vehicles, which is lower than both the statewide and MassDOT District 4 crash rates. The crash summary is provided as an attachment.

Site-Generated Traffic

The Institute of Transportation Engineers (ITE) is a national research organization of transportation professionals. Their publication, *Trip Generation Manual, 10th Edition*, provides traffic generation information for various land uses compiled from studies conducted by members nationwide. Vehicle trip estimates for the proposed RMD were developed based on data presented in this publication for Land Use Code (LUC) 882 (Marijuana Dispensary). Table 2 presents the number of vehicle trips projected to be generated by the proposed 2,500 s.f. RMD.

Table 2: Trip Generation for Proposed RMD

| Description | Size | Weekday PM | | | Saturday Midday | | |
|-------------------------------------|------------|------------|-----|-------|-----------------|-----|-------|
| | | In | Out | Total | In | Out | Total |
| Marijuana Dispensary ⁽¹⁾ | 2,500 s.f. | 27 | 27 | 54 | 46 | 46 | 92 |

(1) ITE Land Use Code 882 (Marijuana Dispensary), based on 2,500 s.f.

As shown in Table 2, the proposed RMD is estimated to result in approximately 54 vehicle trips (27 entering and 27 exiting) during the weekday afternoon peak hour, and approximately 92 new vehicle trips (46 entering and 46 exiting) during the Saturday midday peak hour. Based on the existing pedestrian accommodations, nearby bike facilities, and close proximity to MBTA bus stops, it is anticipated that a portion of patrons accessing the site would travel via alternative modes rather than by vehicle. However, to present a conservative analysis, no multi-modal credit was applied to the trip generation calculations in Table 2.

The proposed RMD would replace the existing auto repair center and dealership, which currently generates vehicle trips to the site. To present a conservative analysis, the existing vehicle trips were not subtracted from the estimated trips that would be generated by the proposed RMD.

Using the conservative estimate of vehicle trips, an additional 54 vehicle trips during the weekday afternoon peak hour would result in an increase of approximately 3.6% vehicles along Summer Street (Route 2A).

Sight Distance

A field visit was completed on Wednesday, December 2, 2020 during clear conditions to review the available sight distance at the existing site driveways, referred to as the West Site Driveway and East Site Driveway. The posted speed limit along Summer Street (Route 2A) within the vicinity of the project site is 30 mph in both directions. The American Association of State Highway and Transportation Officials' (AASHTO) publication *A Policy on Geometric Design, 2018 Edition* defines the minimum sight distance at intersections based on the required stopping sight distance (SSD) of vehicles traveling along the main roadway for a given speed. The AASHTO publication also provides a recommended intersection sight distance (ISD) for vehicles exiting the site onto the main roadway based on the speed of the roadway. Due to the existing width of the West Site Driveway, sight distance was measured from the furthest possible driver eye location to the west to present a conservative analysis with respect to the horizontal curve along Summer Street to the west of the site.

Table 3 reviews the required and measured sight distances along Summer Street (Route 2A) at the project site driveways.

Table 3: Sight Distance

| Location | Direction | Posted Speed Limit (mph) | SSD Required ¹ | ISD Recommended ² | Sight Distance Measured | Meets SSD Requirements? | Meets ISD Recommendation? |
|---|----------------------|--------------------------|---------------------------|------------------------------|-------------------------|-------------------------|---------------------------|
| Summer Street (Route 2A) at West Site Driveway ³ | Looking Left (East) | 30 | 200' | 330' | 470' | Yes | Yes |
| | Looking Right (West) | 30 | 200' | 290' | 290' | Yes | Yes |
| Summer Street (Route 2A) at East Site Driveway | Looking Left (East) | 30 | 200' | 330' | 500'+ | Yes | Yes |
| | Looking Right (West) | 30 | 200' | 290' | 400' | Yes | Yes |

1 AASHTO required stopping sight distance (see AASHTO Table 3-1) for posted speed limit on Summer Street (Route 2A).

2 AASHTO recommended intersection sight distance (see AASHTO Equations 9-1 and 9-2) for posted speed limit on Summer Street (Route 2A).

3 Sight distance measured from western edge of existing driveway curb cut on Summer Street (Route 2A) to present a conservative analysis with respect to the horizontal curve along Summer Street (Route 2A).

As shown in Table 3, the available sight distance along Summer Street (Route 2A) at the West Site Driveway and the East Site Driveway exceeds the AASHTO required SSD and recommended ISD for the posted speed limit of 30 mph. Based on the available sight distance at the project site driveways, vehicles should be able to make safe decisions entering and exiting the project site.

Queue Observations

Queue length observations were conducted at the eastbound Summer Street (Route 2A) approach to the signalized intersection at Brattle Street/Symmes Road. The queue length observations were performed for a one-hour period on Wednesday, December 2, 2020 during the weekday afternoon peak period between 4:30 PM and 5:30 PM, which is consistent with the peak hour from the Summer Street (Route 2A) at Grove Street traffic counts, and the anticipated weekday afternoon peak hour of the RMD. The observation consisted of measuring the vehicle queue length every one to two minutes during the peak hour, depending on vehicle arrival and movement of vehicles through the Summer Street (Route 2A) at Brattle/Symmes Road intersection. The results of the queue observations are shown in Table 4 and are provided as an attachment.

Table 4: Eastbound Summer Street (Route 2A) Approach Queue Lengths

| | # of Vehicles | Queue Length (ft) ⁽¹⁾ |
|-----------------------------|---------------|----------------------------------|
| 50 th Percentile | 5 | 125 |
| 95 th Percentile | 8 | 200 |
| Max | 13 | 325 |

(1) Assumes a 25 ft vehicle length

As shown in Table 4, during 95% of the data collection, the eastbound vehicle queue along Summer Street (Route 2A) eastbound was shorter than 200 feet during the weekday afternoon peak period. Therefore, it is anticipated that the driveway would not be blocked for the majority of the time during business operations.

Conclusions

Based on a review of the proposed project, a conservative estimate of vehicle trips to the site would result in an increase of less than 4% on Summer Street (Route 2A) during the weekday afternoon peak hours. A review of the site access based on MassDOT records indicates no crashes occurred at the West Site Driveway and East Site Driveway between 2013 and 2017. Based on AASHTO guidelines, adequate sight distance is available looking both directions along Summer Street (Route 2A). As a result, the proposed RMD is not anticipated to have a significant impact on the safety and operations of Summer Street (Route 2A) or the surrounding roadway network.

Attachments:

Turning Movement Count Data
Crash Summary
Queue Length Observations

ATTACHMENT 1

Turning Movement Count Data

Table 7
Crash Data Comparison: FDR (1995–97) to MassDOT (2005–09)

| Intersection | FDR 1995 to 1997 | | | | MassDOT 2005 to 2009 | | | | | Crash Rate |
|--|------------------|------|------|-------------|----------------------|------|------|------|------|-------------|
| | 1995 | 1996 | 1997 | Crash Rate | 2005 | 2006 | 2007 | 2008 | 2009 | |
| Brattle/Hemlock Streets at Summer Street | 6 | 2 | 4 | 0.65 | 1 | 2 | 1 | 3 | 1 | 0.25 |

Traffic Volumes

MPO staff collected turning-movement counts at the intersection on April 26, 2012. The data were recorded in 15-minute intervals for the peak traffic periods in the morning, from 7:00 to 9:00 AM, and in the evening, from 4:00 to 6:00 PM. Traffic count summaries are provided in Appendix A. Traffic volumes for three different years are listed in Table 8 for three different analysis scenarios:

- 1998 FDR “Before” Existing Conditions
- 2020 FDR “Projected” Build Conditions
- 2012 “After” Conditions

As indicated in Table 8, the overall traffic volumes remained the same from the 1998 FDR to the 2012 volumes. Traffic volumes never increased to anywhere near the demand projected for 2020.

Table 8
Traffic Volume Comparison

| Scenario | Brattle St. | | | Hemlock Street | | | Summer Street | | | | | | Total | |
|----------|---------------------|----|----|----------------|-----|----|---------------|----|-----|-----------|----|-----|-------|-------|
| | Northbound | | | Southbound | | | Eastbound | | | Westbound | | | | |
| | LT | TH | RT | LT | TH | RT | LT | TH | RT | LT | TH | RT | | |
| AM | 1998 FDR “Before” | 50 | 28 | 68 | 170 | 57 | 27 | 4 | 550 | 0 | 72 | 558 | 0 | 1,584 |
| | 2020 FDR Projected” | 55 | 31 | 75 | 188 | 63 | 30 | 4 | 607 | 0 | 79 | 616 | 0 | 1,748 |
| | 2012 “After” | 38 | 22 | 40 | 113 | 58 | 33 | 11 | 575 | 37 | 45 | 567 | 50 | 1,589 |
| PM | 1998 FDR “Before” | 36 | 29 | 74 | 70 | 26 | 23 | 17 | 670 | 0 | 50 | 530 | 0 | 1,525 |
| | 2020 FDR Projected” | 39 | 32 | 82 | 77 | 29 | 25 | 19 | 740 | 0 | 55 | 585 | 0 | 1,683 |
| | 2012 “After” | 33 | 16 | 48 | 61 | 19 | 21 | 17 | 594 | 38 | 39 | 582 | 88 | 1,556 |

Note: LT = left turn; TH = through traffic; and RT = right turn.

PDI File #: **186252 A**
 Location: **S: Grove Street**
 Location: **E: Summer Street (Route 2A) W: Summer Street (Route 2A)**
 City, State: **Arlington, MA**
 Client: **Bryant Associates/ T. Brayton**
 Site Code: **M17079MA**
 Count Date: **Wednesday, May 16, 2018**
 Start Time: **6:00 AM**
 End Time: **10:00 AM**
 Class:



Cars and Heavy Vehicles (Combined)

| | Summer Street (Route 2A) | | | | Grove Street | | | | Summer Street (Route 2A) | | | | Total |
|-------------------|--------------------------|------|--------|-------|--------------|------|--------|-------|--------------------------|------|--------|-------|-------|
| | from East | | | | from South | | | | from West | | | | |
| | Thru | Left | U-Turn | Total | Right | Left | U-Turn | Total | Right | Thru | U-Turn | Total | |
| 6:00 AM | 22 | 10 | 0 | 32 | 8 | 1 | 0 | 9 | 4 | 37 | 0 | 41 | 82 |
| 6:15 AM | 44 | 26 | 0 | 70 | 12 | 2 | 0 | 14 | 13 | 69 | 0 | 82 | 166 |
| 6:30 AM | 56 | 27 | 0 | 83 | 18 | 2 | 0 | 20 | 10 | 70 | 0 | 80 | 183 |
| 6:45 AM | 96 | 34 | 0 | 130 | 22 | 5 | 0 | 27 | 10 | 127 | 0 | 137 | 294 |
| Total | 218 | 97 | 0 | 315 | 60 | 10 | 0 | 70 | 37 | 303 | 0 | 340 | 725 |
| 7:00 AM | 85 | 33 | 0 | 118 | 30 | 9 | 0 | 39 | 13 | 147 | 0 | 160 | 317 |
| 7:15 AM | 96 | 58 | 0 | 154 | 35 | 7 | 0 | 42 | 23 | 156 | 0 | 179 | 375 |
| 7:30 AM | 119 | 54 | 0 | 173 | 38 | 9 | 0 | 47 | 13 | 162 | 0 | 175 | 395 |
| 7:45 AM | 134 | 77 | 0 | 211 | 46 | 5 | 0 | 51 | 31 | 167 | 0 | 198 | 460 |
| Total | 434 | 222 | 0 | 656 | 149 | 30 | 0 | 179 | 80 | 632 | 0 | 712 | 1547 |
| 8:00 AM | 137 | 61 | 0 | 198 | 43 | 13 | 0 | 56 | 26 | 167 | 0 | 193 | 447 |
| 8:15 AM | 116 | 60 | 0 | 176 | 39 | 7 | 0 | 46 | 22 | 154 | 0 | 176 | 398 |
| 8:30 AM | 116 | 43 | 0 | 159 | 28 | 11 | 0 | 39 | 12 | 132 | 0 | 144 | 342 |
| 8:45 AM | 97 | 52 | 0 | 149 | 28 | 4 | 0 | 32 | 12 | 119 | 0 | 131 | 312 |
| Total | 466 | 216 | 0 | 682 | 138 | 35 | 0 | 173 | 72 | 572 | 0 | 644 | 1499 |
| 9:00 AM | 97 | 31 | 0 | 128 | 21 | 14 | 0 | 35 | 10 | 119 | 0 | 129 | 292 |
| 9:15 AM | 108 | 29 | 0 | 137 | 22 | 7 | 0 | 29 | 10 | 91 | 0 | 101 | 267 |
| 9:30 AM | 85 | 41 | 0 | 126 | 38 | 8 | 0 | 46 | 4 | 100 | 1 | 105 | 277 |
| 9:45 AM | 80 | 30 | 0 | 110 | 27 | 11 | 0 | 38 | 11 | 99 | 0 | 110 | 258 |
| Total | 370 | 131 | 0 | 501 | 108 | 40 | 0 | 148 | 35 | 409 | 1 | 445 | 1094 |
| Grand Total | 1488 | 666 | 0 | 2154 | 455 | 115 | 0 | 570 | 224 | 1916 | 1 | 2141 | 4865 |
| Approach % | 69.1 | 30.9 | 0.0 | | 79.8 | 20.2 | 0.0 | | 10.5 | 89.5 | 0.0 | | |
| Total % | 30.6 | 13.7 | 0.0 | 44.3 | 9.4 | 2.4 | 0.0 | 11.7 | 4.6 | 39.4 | 0.0 | 44.0 | |
| Exiting Leg Total | | | | 2371 | | | | 890 | | | | 1604 | 4865 |
| Cars | 1442 | 652 | 0 | 2094 | 443 | 110 | 0 | 553 | 218 | 1859 | 1 | 2078 | 4725 |
| % Cars | 96.9 | 97.9 | 0.0 | 97.2 | 97.4 | 95.7 | 0.0 | 97.0 | 97.3 | 97.0 | 100.0 | 97.1 | 97.1 |
| Exiting Leg Total | | | | 2302 | | | | 870 | | | | 1553 | 4725 |
| Heavy Vehicles | 46 | 14 | 0 | 60 | 12 | 5 | 0 | 17 | 6 | 57 | 0 | 63 | 140 |
| % Heavy Vehicles | 3.1 | 2.1 | 0.0 | 2.8 | 2.6 | 4.3 | 0.0 | 3.0 | 2.7 | 3.0 | 0.0 | 2.9 | 2.9 |
| Exiting Leg Total | | | | 69 | | | | 20 | | | | 51 | 140 |

Peak Hour Analysis from 06:00 AM to 10:00 AM begins at:

| 7:30 AM | Summer Street (Route 2A) | | | | Grove Street | | | | Summer Street (Route 2A) | | | | Total |
|--------------------|--------------------------|-------|--------|-------|--------------|-------|--------|-------|--------------------------|-------|--------|-------|-------|
| | from East | | | | from South | | | | from West | | | | |
| | Thru | Left | U-Turn | Total | Right | Left | U-Turn | Total | Right | Thru | U-Turn | Total | |
| 7:30 AM | 119 | 54 | 0 | 173 | 38 | 9 | 0 | 47 | 13 | 162 | 0 | 175 | 395 |
| 7:45 AM | 134 | 77 | 0 | 211 | 46 | 5 | 0 | 51 | 31 | 167 | 0 | 198 | 460 |
| 8:00 AM | 137 | 61 | 0 | 198 | 43 | 13 | 0 | 56 | 26 | 167 | 0 | 193 | 447 |
| 8:15 AM | 116 | 60 | 0 | 176 | 39 | 7 | 0 | 46 | 22 | 154 | 0 | 176 | 398 |
| Total Volume | 506 | 252 | 0 | 758 | 166 | 34 | 0 | 200 | 92 | 650 | 0 | 742 | 1700 |
| % Approach Total | 66.8 | 33.2 | 0.0 | | 83.0 | 17.0 | 0.0 | | 12.4 | 87.6 | 0.0 | | |
| PHF | 0.923 | 0.818 | 0.000 | 0.898 | 0.902 | 0.654 | 0.000 | 0.893 | 0.742 | 0.973 | 0.000 | 0.937 | 0.924 |
| Cars | 492 | 248 | 0 | 740 | 162 | 34 | 0 | 196 | 88 | 633 | 0 | 721 | 1657 |
| Cars % | 97.2 | 98.4 | 0.0 | 97.6 | 97.6 | 100.0 | 0.0 | 98.0 | 95.7 | 97.4 | 0.0 | 97.2 | 97.5 |
| Heavy Vehicles | 14 | 4 | 0 | 18 | 4 | 0 | 0 | 4 | 4 | 17 | 0 | 21 | 43 |
| Heavy Vehicles % | 2.8 | 1.6 | 0.0 | 2.4 | 2.4 | 0.0 | 0.0 | 2.0 | 4.3 | 2.6 | 0.0 | 2.8 | 2.5 |
| Cars Enter Leg | 492 | 248 | 0 | 740 | 162 | 34 | 0 | 196 | 88 | 633 | 0 | 721 | 1657 |
| Heavy Enter Leg | 14 | 4 | 0 | 18 | 4 | 0 | 0 | 4 | 4 | 17 | 0 | 21 | 43 |
| Total Entering Leg | 506 | 252 | 0 | 758 | 166 | 34 | 0 | 200 | 92 | 650 | 0 | 742 | 1700 |
| Cars Exiting Leg | | | | 795 | | | | 336 | | | | 526 | 1657 |
| Heavy Exiting Leg | | | | 21 | | | | 8 | | | | 14 | 43 |
| Total Exiting Leg | | | | 816 | | | | 344 | | | | 540 | 1700 |

PDI File #: **186252 A**
 Location: **S: Grove Street**
 Location: **E: Summer Street (Route 2A) W: Summer Street (Route 2A)**
 City, State: **Arlington, MA**
 Client: **Bryant Associates/ T. Brayton**
 Site Code: **M17079MA**
 Count Date: **Wednesday, May 16, 2018**
 Start Time: **6:00 AM**
 End Time: **10:00 AM**
 Class:



Cars-Combined (Motorcycles, Cars, Light Goods)

| | Summer Street (Route 2A) | | | | Grove Street | | | | Summer Street (Route 2A) | | | | Total |
|-------------------|--------------------------|------|--------|-------|--------------|------|--------|-------|--------------------------|------|--------|-------|-------|
| | from East | | | | from South | | | | from West | | | | |
| | Thru | Left | U-Turn | Total | Right | Left | U-Turn | Total | Right | Thru | U-Turn | Total | |
| 6:00 AM | 22 | 10 | 0 | 32 | 8 | 1 | 0 | 9 | 4 | 37 | 0 | 41 | 82 |
| 6:15 AM | 43 | 26 | 0 | 69 | 12 | 2 | 0 | 14 | 13 | 69 | 0 | 82 | 165 |
| 6:30 AM | 55 | 27 | 0 | 82 | 18 | 2 | 0 | 20 | 10 | 68 | 0 | 78 | 180 |
| 6:45 AM | 95 | 33 | 0 | 128 | 20 | 4 | 0 | 24 | 10 | 123 | 0 | 133 | 285 |
| Total | 215 | 96 | 0 | 311 | 58 | 9 | 0 | 67 | 37 | 297 | 0 | 334 | 712 |
| 7:00 AM | 83 | 33 | 0 | 116 | 29 | 7 | 0 | 36 | 13 | 142 | 0 | 155 | 307 |
| 7:15 AM | 91 | 56 | 0 | 147 | 33 | 6 | 0 | 39 | 22 | 150 | 0 | 172 | 358 |
| 7:30 AM | 113 | 54 | 0 | 167 | 36 | 9 | 0 | 45 | 13 | 161 | 0 | 174 | 386 |
| 7:45 AM | 132 | 77 | 0 | 209 | 46 | 5 | 0 | 51 | 31 | 161 | 0 | 192 | 452 |
| Total | 419 | 220 | 0 | 639 | 144 | 27 | 0 | 171 | 79 | 614 | 0 | 693 | 1503 |
| 8:00 AM | 133 | 59 | 0 | 192 | 43 | 13 | 0 | 56 | 23 | 162 | 0 | 185 | 433 |
| 8:15 AM | 114 | 58 | 0 | 172 | 37 | 7 | 0 | 44 | 21 | 149 | 0 | 170 | 386 |
| 8:30 AM | 112 | 42 | 0 | 154 | 27 | 11 | 0 | 38 | 12 | 131 | 0 | 143 | 335 |
| 8:45 AM | 90 | 51 | 0 | 141 | 27 | 4 | 0 | 31 | 12 | 115 | 0 | 127 | 299 |
| Total | 449 | 210 | 0 | 659 | 134 | 35 | 0 | 169 | 68 | 557 | 0 | 625 | 1453 |
| 9:00 AM | 93 | 31 | 0 | 124 | 21 | 14 | 0 | 35 | 10 | 115 | 0 | 125 | 284 |
| 9:15 AM | 107 | 29 | 0 | 136 | 22 | 7 | 0 | 29 | 10 | 85 | 0 | 95 | 260 |
| 9:30 AM | 85 | 36 | 0 | 121 | 37 | 7 | 0 | 44 | 4 | 99 | 1 | 104 | 269 |
| 9:45 AM | 74 | 30 | 0 | 104 | 27 | 11 | 0 | 38 | 10 | 92 | 0 | 102 | 244 |
| Total | 359 | 126 | 0 | 485 | 107 | 39 | 0 | 146 | 34 | 391 | 1 | 426 | 1057 |
| Grand Total | 1442 | 652 | 0 | 2094 | 443 | 110 | 0 | 553 | 218 | 1859 | 1 | 2078 | 4725 |
| Approach % | 68.9 | 31.1 | 0.0 | | 80.1 | 19.9 | 0.0 | | 10.5 | 89.5 | 0.0 | | |
| Total % | 30.5 | 13.8 | 0.0 | 44.3 | 9.4 | 2.3 | 0.0 | 11.7 | 4.6 | 39.3 | 0.0 | 44.0 | |
| Exiting Leg Total | | | | 2302 | | | | 870 | | | | 1553 | 4725 |

Peak Hour Analysis from 06:00 AM to 10:00 AM begins at:

| 7:30 AM | Summer Street (Route 2A) | | | | Grove Street | | | | Summer Street (Route 2A) | | | | Total |
|------------------|--------------------------|-------|--------|-------|--------------|-------|--------|-------|--------------------------|-------|--------|-------|-------|
| | from East | | | | from South | | | | from West | | | | |
| | Thru | Left | U-Turn | Total | Right | Left | U-Turn | Total | Right | Thru | U-Turn | Total | |
| 7:30 AM | 113 | 54 | 0 | 167 | 36 | 9 | 0 | 45 | 13 | 161 | 0 | 174 | 386 |
| 7:45 AM | 132 | 77 | 0 | 209 | 46 | 5 | 0 | 51 | 31 | 161 | 0 | 192 | 452 |
| 8:00 AM | 133 | 59 | 0 | 192 | 43 | 13 | 0 | 56 | 23 | 162 | 0 | 185 | 433 |
| 8:15 AM | 114 | 58 | 0 | 172 | 37 | 7 | 0 | 44 | 21 | 149 | 0 | 170 | 386 |
| Total Volume | 492 | 248 | 0 | 740 | 162 | 34 | 0 | 196 | 88 | 633 | 0 | 721 | 1657 |
| % Approach Total | 66.5 | 33.5 | 0.0 | | 82.7 | 17.3 | 0.0 | | 12.2 | 87.8 | 0.0 | | |
| PHF | 0.925 | 0.805 | 0.000 | 0.885 | 0.880 | 0.654 | 0.000 | 0.875 | 0.710 | 0.977 | 0.000 | 0.939 | 0.916 |
| Entering Leg | 492 | 248 | 0 | 740 | 162 | 34 | 0 | 196 | 88 | 633 | 0 | 721 | 1657 |
| Exiting Leg | | | | 795 | | | | 336 | | | | 526 | 1657 |
| Total | | | | 1535 | | | | 532 | | | | 1247 | 3314 |

PDI File #: **186252 A**
 Location: **S: Grove Street**
 Location: **E: Summer Street (Route 2A) W: Summer Street (Route 2A)**
 City, State: **Arlington, MA**
 Client: **Bryant Associates/ T. Brayton**
 Site Code: **M17079MA**
 Count Date: **Wednesday, May 16, 2018**
 Start Time: **6:00 AM**
 End Time: **10:00 AM**
 Class:



Heavy Vehicles-Combined (Buses, Single-Unit Trucks, Articulated Trucks)

| | Summer Street (Route 2A) | | | | Grove Street | | | | Summer Street (Route 2A) | | | | Total |
|--------------------|--------------------------|------|--------|-------|--------------|------|--------|-------|--------------------------|------|--------|-------|-------|
| | from East | | | | from South | | | | from West | | | | |
| | Thru | Left | U-Turn | Total | Right | Left | U-Turn | Total | Right | Thru | U-Turn | Total | |
| 6:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:15 AM | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 6:30 AM | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 3 |
| 6:45 AM | 1 | 1 | 0 | 2 | 2 | 1 | 0 | 3 | 0 | 4 | 0 | 4 | 9 |
| Total | 3 | 1 | 0 | 4 | 2 | 1 | 0 | 3 | 0 | 6 | 0 | 6 | 13 |
| 7:00 AM | 2 | 0 | 0 | 2 | 1 | 2 | 0 | 3 | 0 | 5 | 0 | 5 | 10 |
| 7:15 AM | 5 | 2 | 0 | 7 | 2 | 1 | 0 | 3 | 1 | 6 | 0 | 7 | 17 |
| 7:30 AM | 6 | 0 | 0 | 6 | 2 | 0 | 0 | 2 | 0 | 1 | 0 | 1 | 9 |
| 7:45 AM | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 6 | 8 |
| Total | 15 | 2 | 0 | 17 | 5 | 3 | 0 | 8 | 1 | 18 | 0 | 19 | 44 |
| 8:00 AM | 4 | 2 | 0 | 6 | 0 | 0 | 0 | 0 | 3 | 5 | 0 | 8 | 14 |
| 8:15 AM | 2 | 2 | 0 | 4 | 2 | 0 | 0 | 2 | 1 | 5 | 0 | 6 | 12 |
| 8:30 AM | 4 | 1 | 0 | 5 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 7 |
| 8:45 AM | 7 | 1 | 0 | 8 | 1 | 0 | 0 | 1 | 0 | 4 | 0 | 4 | 13 |
| Total | 17 | 6 | 0 | 23 | 4 | 0 | 0 | 4 | 4 | 15 | 0 | 19 | 46 |
| 9:00 AM | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 4 | 8 |
| 9:15 AM | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 6 | 7 |
| 9:30 AM | 0 | 5 | 0 | 5 | 1 | 1 | 0 | 2 | 0 | 1 | 0 | 1 | 8 |
| 9:45 AM | 6 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 1 | 7 | 0 | 8 | 14 |
| Total | 11 | 5 | 0 | 16 | 1 | 1 | 0 | 2 | 1 | 18 | 0 | 19 | 37 |
| Grand Total | 46 | 14 | 0 | 60 | 12 | 5 | 0 | 17 | 6 | 57 | 0 | 63 | 140 |
| Approach % | 76.7 | 23.3 | 0.0 | | 70.6 | 29.4 | 0.0 | | 9.5 | 90.5 | 0.0 | | |
| Total % | 32.9 | 10.0 | 0.0 | 42.9 | 8.6 | 3.6 | 0.0 | 12.1 | 4.3 | 40.7 | 0.0 | 45.0 | |
| Exiting Leg Total | 69 | | | | 20 | | | | 51 | | | | 140 |
| Buses | 11 | 4 | 0 | 15 | 3 | 1 | 0 | 4 | 2 | 17 | 0 | 19 | 38 |
| % Buses | 23.9 | 28.6 | 0.0 | 25.0 | 25.0 | 20.0 | 0.0 | 23.5 | 33.3 | 29.8 | 0.0 | 30.2 | 27.1 |
| Exiting Leg Total | 20 | | | | 6 | | | | 12 | | | | 38 |
| Single-Unit Trucks | 28 | 9 | 0 | 37 | 8 | 4 | 0 | 12 | 4 | 35 | 0 | 39 | 88 |
| % Single-Unit | 60.9 | 64.3 | 0.0 | 61.7 | 66.7 | 80.0 | 0.0 | 70.6 | 66.7 | 61.4 | 0.0 | 61.9 | 62.9 |
| Exiting Leg Total | 43 | | | | 13 | | | | 32 | | | | 88 |
| Articulated Trucks | 7 | 1 | 0 | 8 | 1 | 0 | 0 | 1 | 0 | 5 | 0 | 5 | 14 |
| % Articulated | 15.2 | 7.1 | 0.0 | 13.3 | 8.3 | 0.0 | 0.0 | 5.9 | 0.0 | 8.8 | 0.0 | 7.9 | 10.0 |
| Exiting Leg Total | 6 | | | | 1 | | | | 7 | | | | 14 |

Peak Hour Analysis from 06:00 AM to 10:00 AM begins at:

| 7:15 AM | Summer Street (Route 2A) | | | | Grove Street | | | | Summer Street (Route 2A) | | | | Total |
|--------------------|--------------------------|-------|--------|-------|--------------|-------|--------|-------|--------------------------|-------|--------|-------|-------|
| | from East | | | | from South | | | | from West | | | | |
| | Thru | Left | U-Turn | Total | Right | Left | U-Turn | Total | Right | Thru | U-Turn | Total | |
| 7:15 AM | 5 | 2 | 0 | 7 | 2 | 1 | 0 | 3 | 1 | 6 | 0 | 7 | 17 |
| 7:30 AM | 6 | 0 | 0 | 6 | 2 | 0 | 0 | 2 | 0 | 1 | 0 | 1 | 9 |
| 7:45 AM | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 6 | 8 |
| 8:00 AM | 4 | 2 | 0 | 6 | 0 | 0 | 0 | 0 | 3 | 5 | 0 | 8 | 14 |
| Total Volume | 17 | 4 | 0 | 21 | 4 | 1 | 0 | 5 | 4 | 18 | 0 | 22 | 48 |
| % Approach Total | 81.0 | 19.0 | 0.0 | | 80.0 | 20.0 | 0.0 | | 18.2 | 81.8 | 0.0 | | |
| PHF | 0.708 | 0.500 | 0.000 | 0.750 | 0.500 | 0.250 | 0.000 | 0.417 | 0.333 | 0.750 | 0.000 | 0.688 | 0.706 |
| Buses | 2 | 2 | 0 | 4 | 0 | 0 | 0 | 0 | 1 | 6 | 0 | 7 | 11 |
| Buses % | 11.8 | 50.0 | 0.0 | 19.0 | 0.0 | 0.0 | 0.0 | 0.0 | 25.0 | 33.3 | 0.0 | 31.8 | 22.9 |
| Single-Unit Trucks | 11 | 2 | 0 | 13 | 3 | 1 | 0 | 4 | 3 | 10 | 0 | 13 | 30 |
| Single-Unit % | 64.7 | 50.0 | 0.0 | 61.9 | 75.0 | 100.0 | 0.0 | 80.0 | 75.0 | 55.6 | 0.0 | 59.1 | 62.5 |
| Articulated Trucks | 4 | 0 | 0 | 4 | 1 | 0 | 0 | 1 | 0 | 2 | 0 | 2 | 7 |
| Articulated % | 23.5 | 0.0 | 0.0 | 19.0 | 25.0 | 0.0 | 0.0 | 20.0 | 0.0 | 11.1 | 0.0 | 9.1 | 14.6 |
| Buses | 2 | 2 | 0 | 4 | 0 | 0 | 0 | 0 | 1 | 6 | 0 | 7 | 11 |
| Single-Unit Trucks | 11 | 2 | 0 | 13 | 3 | 1 | 0 | 4 | 3 | 10 | 0 | 13 | 30 |
| Articulated Trucks | 4 | 0 | 0 | 4 | 1 | 0 | 0 | 1 | 0 | 2 | 0 | 2 | 7 |
| Total Entering Leg | 17 | 4 | 0 | 21 | 4 | 1 | 0 | 5 | 4 | 18 | 0 | 22 | 48 |

PDI File #: **186252 A**
 Location: **S: Grove Street**
 Location: **E: Summer Street (Route 2A) W: Summer Street (Route 2A)**
 City, State: **Arlington, MA**
 Client: **Bryant Associates/ T. Brayton**
 Site Code: **M17079MA**
 Count Date: **Wednesday, May 16, 2018**
 Start Time: **6:00 AM**
 End Time: **10:00 AM**



Class: **Heavy Vehicles-Combined (Buses, Single-Unit Trucks, Articulated Trucks)**

| | Summer Street (Route 2A) | | | | Grove Street | | | | Summer Street (Route 2A) | | | | Total |
|--------------------|--------------------------|------|--------|-------|--------------|------|--------|-------|--------------------------|------|--------|-------|-------|
| | from East | | | | from South | | | | from West | | | | |
| | Thru | Left | U-Turn | Total | Right | Left | U-Turn | Total | Right | Thru | U-Turn | Total | |
| Buses | 6 | | | | 3 | | | | 2 | | | | 11 |
| Single-Unit Trucks | 13 | | | | 5 | | | | 12 | | | | 30 |
| Articulated Trucks | 3 | | | | 0 | | | | 4 | | | | 7 |
| Total Exiting Leg | 22 | | | | 8 | | | | 18 | | | | 48 |

PDI File #: **186252 A**
 Location: **S: Grove Street**
 Location: **E: Summer Street (Route 2A) W: Summer Street (Route 2A)**
 City, State: **Arlington, MA**
 Client: **Bryant Associates/ T. Brayton**
 Site Code: **M17079MA**
 Count Date: **Wednesday, May 16, 2018**
 Start Time: **6:00 AM**
 End Time: **10:00 AM**
 Class:



Cars

| | Summer Street (Route 2A) | | | | Grove Street | | | | Summer Street (Route 2A) | | | | Total |
|-------------------|--------------------------|------|--------|-------|--------------|------|--------|-------|--------------------------|------|--------|-------|-------|
| | from East | | | | from South | | | | from West | | | | |
| | Thru | Left | U-Turn | Total | Right | Left | U-Turn | Total | Right | Thru | U-Turn | Total | |
| 6:00 AM | 21 | 10 | 0 | 31 | 7 | 1 | 0 | 8 | 3 | 31 | 0 | 34 | 73 |
| 6:15 AM | 33 | 18 | 0 | 51 | 12 | 2 | 0 | 14 | 9 | 63 | 0 | 72 | 137 |
| 6:30 AM | 39 | 19 | 0 | 58 | 17 | 1 | 0 | 18 | 7 | 60 | 0 | 67 | 143 |
| 6:45 AM | 82 | 20 | 0 | 102 | 18 | 3 | 0 | 21 | 8 | 112 | 0 | 120 | 243 |
| Total | 175 | 67 | 0 | 242 | 54 | 7 | 0 | 61 | 27 | 266 | 0 | 293 | 596 |
| 7:00 AM | 69 | 22 | 0 | 91 | 23 | 3 | 0 | 26 | 10 | 127 | 0 | 137 | 254 |
| 7:15 AM | 84 | 50 | 0 | 134 | 28 | 6 | 0 | 34 | 21 | 128 | 0 | 149 | 317 |
| 7:30 AM | 100 | 45 | 0 | 145 | 29 | 7 | 0 | 36 | 12 | 144 | 0 | 156 | 337 |
| 7:45 AM | 125 | 68 | 0 | 193 | 45 | 4 | 0 | 49 | 28 | 143 | 0 | 171 | 413 |
| Total | 378 | 185 | 0 | 563 | 125 | 20 | 0 | 145 | 71 | 542 | 0 | 613 | 1321 |
| 8:00 AM | 120 | 53 | 0 | 173 | 40 | 13 | 0 | 53 | 20 | 153 | 0 | 173 | 399 |
| 8:15 AM | 108 | 51 | 0 | 159 | 34 | 2 | 0 | 36 | 20 | 144 | 0 | 164 | 359 |
| 8:30 AM | 101 | 32 | 0 | 133 | 21 | 9 | 0 | 30 | 9 | 114 | 0 | 123 | 286 |
| 8:45 AM | 81 | 40 | 0 | 121 | 24 | 1 | 0 | 25 | 10 | 108 | 0 | 118 | 264 |
| Total | 410 | 176 | 0 | 586 | 119 | 25 | 0 | 144 | 59 | 519 | 0 | 578 | 1308 |
| 9:00 AM | 85 | 28 | 0 | 113 | 20 | 12 | 0 | 32 | 6 | 103 | 0 | 109 | 254 |
| 9:15 AM | 90 | 25 | 0 | 115 | 15 | 3 | 0 | 18 | 9 | 77 | 0 | 86 | 219 |
| 9:30 AM | 80 | 30 | 0 | 110 | 28 | 6 | 0 | 34 | 4 | 87 | 0 | 91 | 235 |
| 9:45 AM | 61 | 26 | 0 | 87 | 19 | 8 | 0 | 27 | 6 | 84 | 0 | 90 | 204 |
| Total | 316 | 109 | 0 | 425 | 82 | 29 | 0 | 111 | 25 | 351 | 0 | 376 | 912 |
| Grand Total | 1279 | 537 | 0 | 1816 | 380 | 81 | 0 | 461 | 182 | 1678 | 0 | 1860 | 4137 |
| Approach % | 70.4 | 29.6 | 0.0 | | 82.4 | 17.6 | 0.0 | | 9.8 | 90.2 | 0.0 | | |
| Total % | 30.9 | 13.0 | 0.0 | 43.9 | 9.2 | 2.0 | 0.0 | 11.1 | 4.4 | 40.6 | 0.0 | 45.0 | |
| Exiting Leg Total | | | | 2058 | | | | 719 | | | | 1360 | 4137 |

Peak Hour Analysis from 06:00 AM to 10:00 AM begins at:

| 7:30 AM | Summer Street (Route 2A) | | | | Grove Street | | | | Summer Street (Route 2A) | | | | Total |
|------------------|--------------------------|-------|--------|-------|--------------|-------|--------|-------|--------------------------|-------|--------|-------|-------|
| | from East | | | | from South | | | | from West | | | | |
| | Thru | Left | U-Turn | Total | Right | Left | U-Turn | Total | Right | Thru | U-Turn | Total | |
| 7:30 AM | 100 | 45 | 0 | 145 | 29 | 7 | 0 | 36 | 12 | 144 | 0 | 156 | 337 |
| 7:45 AM | 125 | 68 | 0 | 193 | 45 | 4 | 0 | 49 | 28 | 143 | 0 | 171 | 413 |
| 8:00 AM | 120 | 53 | 0 | 173 | 40 | 13 | 0 | 53 | 20 | 153 | 0 | 173 | 399 |
| 8:15 AM | 108 | 51 | 0 | 159 | 34 | 2 | 0 | 36 | 20 | 144 | 0 | 164 | 359 |
| Total Volume | 453 | 217 | 0 | 670 | 148 | 26 | 0 | 174 | 80 | 584 | 0 | 664 | 1508 |
| % Approach Total | 67.6 | 32.4 | 0.0 | | 85.1 | 14.9 | 0.0 | | 12.0 | 88.0 | 0.0 | | |
| PHF | 0.906 | 0.798 | 0.000 | 0.868 | 0.822 | 0.500 | 0.000 | 0.821 | 0.714 | 0.954 | 0.000 | 0.960 | 0.913 |
| Entering Leg | 453 | 217 | 0 | 670 | 148 | 26 | 0 | 174 | 80 | 584 | 0 | 664 | 1508 |
| Exiting Leg | | | | 732 | | | | 297 | | | | 479 | 1508 |
| Total | | | | 1402 | | | | 471 | | | | 1143 | 3016 |

PDI File #: **186252 A**
 Location: **S: Grove Street**
 Location: **E: Summer Street (Route 2A) W: Summer Street (Route 2A)**
 City, State: **Arlington, MA**
 Client: **Bryant Associates/ T. Brayton**
 Site Code: **M17079MA**
 Count Date: **Wednesday, May 16, 2018**
 Start Time: **6:00 AM**
 End Time: **10:00 AM**
 Class:



Light Goods Vehicle

| | Summer Street (Route 2A) | | | | Grove Street | | | | Summer Street (Route 2A) | | | | Total |
|-------------------|--------------------------|------|--------|-------|--------------|------|--------|-------|--------------------------|------|--------|-------|-------|
| | from East | | | | from South | | | | from West | | | | |
| | Thru | Left | U-Turn | Total | Right | Left | U-Turn | Total | Right | Thru | U-Turn | Total | |
| 6:00 AM | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 1 | 6 | 0 | 7 | 9 |
| 6:15 AM | 9 | 8 | 0 | 17 | 0 | 0 | 0 | 0 | 4 | 6 | 0 | 10 | 27 |
| 6:30 AM | 16 | 8 | 0 | 24 | 1 | 1 | 0 | 2 | 3 | 8 | 0 | 11 | 37 |
| 6:45 AM | 13 | 13 | 0 | 26 | 2 | 1 | 0 | 3 | 2 | 10 | 0 | 12 | 41 |
| Total | 39 | 29 | 0 | 68 | 4 | 2 | 0 | 6 | 10 | 30 | 0 | 40 | 114 |
| 7:00 AM | 13 | 11 | 0 | 24 | 6 | 4 | 0 | 10 | 3 | 15 | 0 | 18 | 52 |
| 7:15 AM | 7 | 6 | 0 | 13 | 5 | 0 | 0 | 5 | 1 | 22 | 0 | 23 | 41 |
| 7:30 AM | 13 | 9 | 0 | 22 | 7 | 2 | 0 | 9 | 1 | 17 | 0 | 18 | 49 |
| 7:45 AM | 7 | 9 | 0 | 16 | 1 | 1 | 0 | 2 | 3 | 18 | 0 | 21 | 39 |
| Total | 40 | 35 | 0 | 75 | 19 | 7 | 0 | 26 | 8 | 72 | 0 | 80 | 181 |
| 8:00 AM | 13 | 6 | 0 | 19 | 3 | 0 | 0 | 3 | 3 | 9 | 0 | 12 | 34 |
| 8:15 AM | 6 | 6 | 0 | 12 | 3 | 5 | 0 | 8 | 1 | 5 | 0 | 6 | 26 |
| 8:30 AM | 11 | 8 | 0 | 19 | 6 | 2 | 0 | 8 | 3 | 17 | 0 | 20 | 47 |
| 8:45 AM | 9 | 11 | 0 | 20 | 3 | 3 | 0 | 6 | 2 | 7 | 0 | 9 | 35 |
| Total | 39 | 31 | 0 | 70 | 15 | 10 | 0 | 25 | 9 | 38 | 0 | 47 | 142 |
| 9:00 AM | 8 | 3 | 0 | 11 | 1 | 2 | 0 | 3 | 4 | 12 | 0 | 16 | 30 |
| 9:15 AM | 17 | 4 | 0 | 21 | 7 | 4 | 0 | 11 | 1 | 8 | 0 | 9 | 41 |
| 9:30 AM | 5 | 6 | 0 | 11 | 9 | 1 | 0 | 10 | 0 | 12 | 1 | 13 | 34 |
| 9:45 AM | 11 | 4 | 0 | 15 | 8 | 3 | 0 | 11 | 4 | 8 | 0 | 12 | 38 |
| Total | 41 | 17 | 0 | 58 | 25 | 10 | 0 | 35 | 9 | 40 | 1 | 50 | 143 |
| Grand Total | 159 | 112 | 0 | 271 | 63 | 29 | 0 | 92 | 36 | 180 | 1 | 217 | 580 |
| Approach % | 58.7 | 41.3 | 0.0 | | 68.5 | 31.5 | 0.0 | | 16.6 | 82.9 | 0.5 | | |
| Total % | 27.4 | 19.3 | 0.0 | 46.7 | 10.9 | 5.0 | 0.0 | 15.9 | 6.2 | 31.0 | 0.2 | 37.4 | |
| Exiting Leg Total | | | | 243 | | | | 148 | | | | 189 | 580 |

Peak Hour Analysis from 06:00 AM to 10:00 AM begins at:

| 6:45 AM | Summer Street (Route 2A) | | | | Grove Street | | | | Summer Street (Route 2A) | | | | Total |
|------------------|--------------------------|-------|--------|-------|--------------|-------|--------|-------|--------------------------|-------|--------|-------|-------|
| | from East | | | | from South | | | | from West | | | | |
| | Thru | Left | U-Turn | Total | Right | Left | U-Turn | Total | Right | Thru | U-Turn | Total | |
| 6:45 AM | 13 | 13 | 0 | 26 | 2 | 1 | 0 | 3 | 2 | 10 | 0 | 12 | 41 |
| 7:00 AM | 13 | 11 | 0 | 24 | 6 | 4 | 0 | 10 | 3 | 15 | 0 | 18 | 52 |
| 7:15 AM | 7 | 6 | 0 | 13 | 5 | 0 | 0 | 5 | 1 | 22 | 0 | 23 | 41 |
| 7:30 AM | 13 | 9 | 0 | 22 | 7 | 2 | 0 | 9 | 1 | 17 | 0 | 18 | 49 |
| Total Volume | 46 | 39 | 0 | 85 | 20 | 7 | 0 | 27 | 7 | 64 | 0 | 71 | 183 |
| % Approach Total | 54.1 | 45.9 | 0.0 | | 74.1 | 25.9 | 0.0 | | 9.9 | 90.1 | 0.0 | | |
| PHF | 0.885 | 0.750 | 0.000 | 0.817 | 0.714 | 0.438 | 0.000 | 0.675 | 0.583 | 0.727 | 0.000 | 0.772 | 0.880 |
| Entering Leg | 46 | 39 | 0 | 85 | 20 | 7 | 0 | 27 | 7 | 64 | 0 | 71 | 183 |
| Exiting Leg | | | | 84 | | | | 46 | | | | 53 | 183 |
| Total | | | | 169 | | | | 73 | | | | 124 | 366 |

PDI File #: **186252 A**
 Location: **S: Grove Street**
 Location: **E: Summer Street (Route 2A) W: Summer Street (Route 2A)**
 City, State: **Arlington, MA**
 Client: **Bryant Associates/ T. Brayton**
 Site Code: **M17079MA**
 Count Date: **Wednesday, May 16, 2018**
 Start Time: **6:00 AM**
 End Time: **10:00 AM**
 Class:



Buses

| | Summer Street (Route 2A) | | | | Grove Street | | | | Summer Street (Route 2A) | | | | Total |
|-------------------|--------------------------|------|--------|-------|--------------|------|--------|-------|--------------------------|------|--------|-------|-------|
| | from East | | | | from South | | | | from West | | | | |
| | Thru | Left | U-Turn | Total | Right | Left | U-Turn | Total | Right | Thru | U-Turn | Total | |
| 6:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:15 AM | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 6:30 AM | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 2 |
| 6:45 AM | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 2 | 0 | 2 | 4 |
| Total | 2 | 0 | 0 | 2 | 2 | 0 | 0 | 2 | 0 | 3 | 0 | 3 | 7 |
| 7:00 AM | 2 | 0 | 0 | 2 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 3 |
| 7:15 AM | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 4 |
| 7:30 AM | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 2 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 2 |
| Total | 3 | 1 | 0 | 4 | 0 | 1 | 0 | 1 | 0 | 6 | 0 | 6 | 11 |
| 8:00 AM | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 3 |
| 8:15 AM | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 4 | 5 |
| 8:30 AM | 1 | 1 | 0 | 2 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 4 |
| 8:45 AM | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 2 |
| Total | 3 | 3 | 0 | 6 | 1 | 0 | 0 | 1 | 2 | 5 | 0 | 7 | 14 |
| 9:00 AM | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 3 |
| 9:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 2 |
| 9:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9:45 AM | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Total | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 6 |
| Grand Total | 11 | 4 | 0 | 15 | 3 | 1 | 0 | 4 | 2 | 17 | 0 | 19 | 38 |
| Approach % | 73.3 | 26.7 | 0.0 | | 75.0 | 25.0 | 0.0 | | 10.5 | 89.5 | 0.0 | | |
| Total % | 28.9 | 10.5 | 0.0 | 39.5 | 7.9 | 2.6 | 0.0 | 10.5 | 5.3 | 44.7 | 0.0 | 50.0 | |
| Exiting Leg Total | 20 | | | | 6 | | | | 12 | | | | 38 |

Peak Hour Analysis from 06:00 AM to 10:00 AM begins at:

| 7:45 AM | Summer Street (Route 2A) | | | | Grove Street | | | | Summer Street (Route 2A) | | | | Total |
|------------------|--------------------------|-------|--------|-------|--------------|-------|--------|-------|--------------------------|-------|--------|-------|-------|
| | from East | | | | from South | | | | from West | | | | |
| | Thru | Left | U-Turn | Total | Right | Left | U-Turn | Total | Right | Thru | U-Turn | Total | |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 2 |
| 8:00 AM | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 3 |
| 8:15 AM | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 4 | 5 |
| 8:30 AM | 1 | 1 | 0 | 2 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 4 |
| Total Volume | 2 | 3 | 0 | 5 | 1 | 0 | 0 | 1 | 2 | 6 | 0 | 8 | 14 |
| % Approach Total | 40.0 | 60.0 | 0.0 | | 100.0 | 0.0 | 0.0 | | 25.0 | 75.0 | 0.0 | | |
| PHF | 0.500 | 0.750 | 0.000 | 0.625 | 0.250 | 0.000 | 0.000 | 0.250 | 0.500 | 0.500 | 0.000 | 0.500 | 0.700 |
| Entering Leg | 2 | 3 | 0 | 5 | 1 | 0 | 0 | 1 | 2 | 6 | 0 | 8 | 14 |
| Exiting Leg | 7 | | | | 5 | | | | 2 | | | | 14 |
| Total | 12 | | | | 6 | | | | 10 | | | | 28 |

PDI File #: **186252 A**
 Location: **S: Grove Street**
 Location: **E: Summer Street (Route 2A) W: Summer Street (Route 2A)**
 City, State: **Arlington, MA**
 Client: **Bryant Associates/ T. Brayton**
 Site Code: **M17079MA**
 Count Date: **Wednesday, May 16, 2018**
 Start Time: **6:00 AM**
 End Time: **10:00 AM**
 Class:



Single-Unit Trucks

| | Summer Street (Route 2A) | | | | Grove Street | | | | Summer Street (Route 2A) | | | | Total |
|-------------------|--------------------------|------|--------|-------|--------------|------|--------|-------|--------------------------|------|--------|-------|-------|
| | from East | | | | from South | | | | from West | | | | |
| | Thru | Left | U-Turn | Total | Right | Left | U-Turn | Total | Right | Thru | U-Turn | Total | |
| 6:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 |
| 6:45 AM | 1 | 1 | 0 | 2 | 0 | 1 | 0 | 1 | 0 | 2 | 0 | 2 | 5 |
| Total | 1 | 1 | 0 | 2 | 0 | 1 | 0 | 1 | 0 | 3 | 0 | 3 | 6 |
| 7:00 AM | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 0 | 4 | 0 | 4 | 6 |
| 7:15 AM | 4 | 1 | 0 | 5 | 1 | 1 | 0 | 2 | 1 | 3 | 0 | 4 | 11 |
| 7:30 AM | 3 | 0 | 0 | 3 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 5 |
| 7:45 AM | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 4 |
| Total | 8 | 1 | 0 | 9 | 4 | 2 | 0 | 6 | 1 | 10 | 0 | 11 | 26 |
| 8:00 AM | 3 | 1 | 0 | 4 | 0 | 0 | 0 | 0 | 2 | 4 | 0 | 6 | 10 |
| 8:15 AM | 2 | 1 | 0 | 3 | 2 | 0 | 0 | 2 | 0 | 2 | 0 | 2 | 7 |
| 8:30 AM | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 8:45 AM | 4 | 1 | 0 | 5 | 1 | 0 | 0 | 1 | 0 | 3 | 0 | 3 | 9 |
| Total | 11 | 3 | 0 | 14 | 3 | 0 | 0 | 3 | 2 | 9 | 0 | 11 | 28 |
| 9:00 AM | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 4 |
| 9:15 AM | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 4 |
| 9:30 AM | 0 | 4 | 0 | 4 | 1 | 1 | 0 | 2 | 0 | 1 | 0 | 1 | 7 |
| 9:45 AM | 5 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 1 | 7 | 0 | 8 | 13 |
| Total | 8 | 4 | 0 | 12 | 1 | 1 | 0 | 2 | 1 | 13 | 0 | 14 | 28 |
| Grand Total | 28 | 9 | 0 | 37 | 8 | 4 | 0 | 12 | 4 | 35 | 0 | 39 | 88 |
| Approach % | 75.7 | 24.3 | 0.0 | | 66.7 | 33.3 | 0.0 | | 10.3 | 89.7 | 0.0 | | |
| Total % | 31.8 | 10.2 | 0.0 | 42.0 | 9.1 | 4.5 | 0.0 | 13.6 | 4.5 | 39.8 | 0.0 | 44.3 | |
| Exiting Leg Total | 43 | | | | 13 | | | | 32 | | | | 88 |

Peak Hour Analysis from 06:00 AM to 10:00 AM begins at:

| 7:15 AM | Summer Street (Route 2A) | | | | | Grove Street | | | | | Summer Street (Route 2A) | | | | | Total | |
|------------------|--------------------------|------|--------|---|-------|--------------|-------|--------|-------|-------|--------------------------|-------|--------|--|-------|-------|-------|
| | from East | | | | | from South | | | | | from West | | | | | | |
| | Thru | Left | U-Turn | | Total | Right | Left | U-Turn | | Total | Right | Thru | U-Turn | | Total | | |
| 7:15 AM | 4 | 1 | | 0 | 5 | 1 | | 1 | | 0 | 2 | 1 | 3 | | 0 | 4 | 11 |
| 7:30 AM | 3 | | 0 | | 3 | 2 | | 0 | | 0 | 2 | 0 | 0 | | 0 | | 5 |
| 7:45 AM | 1 | | 0 | | 1 | 0 | | 0 | | 0 | 0 | 0 | 3 | | 0 | 3 | 4 |
| 8:00 AM | 3 | | 1 | | 0 | 4 | 0 | | 0 | | 0 | 2 | 4 | | 0 | 6 | 10 |
| Total Volume | 11 | | 2 | | 0 | 13 | 3 | | 1 | | 0 | 4 | 3 | | 10 | 0 | 30 |
| % Approach Total | 84.6 | | 15.4 | | 0.0 | | 75.0 | | 25.0 | | 0.0 | | 23.1 | | 76.9 | | 0.0 |
| PHF | 0.688 | | 0.500 | | 0.000 | 0.650 | 0.375 | | 0.250 | | 0.000 | 0.500 | 0.375 | | 0.625 | | 0.000 |
| Entering Leg | 11 | | 2 | | 0 | 13 | 3 | | 1 | | 0 | 4 | 3 | | 10 | | 0 |
| Exiting Leg | | | | | | 13 | | | | | | 5 | | | | | 12 |
| Total | | | | | | 26 | | | | | | 9 | | | | | 25 |

PDI File #: **186252 A**
 Location: **S: Grove Street**
 Location: **E: Summer Street (Route 2A) W: Summer Street (Route 2A)**
 City, State: **Arlington, MA**
 Client: **Bryant Associates/ T. Brayton**
 Site Code: **M17079MA**
 Count Date: **Wednesday, May 16, 2018**
 Start Time: **6:00 AM**
 End Time: **10:00 AM**
 Class:



Articulated Trucks

| | Summer Street (Route 2A) | | | | Grove Street | | | | Summer Street (Route 2A) | | | | Total |
|-------------------|--------------------------|------|--------|-------|--------------|------|--------|-------|--------------------------|-------|--------|-------|-------|
| | from East | | | | from South | | | | from West | | | | |
| | Thru | Left | U-Turn | Total | Right | Left | U-Turn | Total | Right | Thru | U-Turn | Total | |
| 6:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 |
| 7:15 AM | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 2 |
| 7:30 AM | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 7:45 AM | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 2 |
| Total | 4 | 0 | 0 | 4 | 1 | 0 | 0 | 1 | 0 | 2 | 0 | 2 | 7 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:30 AM | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 8:45 AM | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Total | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 4 |
| 9:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 |
| 9:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 |
| 9:30 AM | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 9:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 3 |
| Grand Total | 7 | 1 | 0 | 8 | 1 | 0 | 0 | 1 | 0 | 5 | 0 | 5 | 14 |
| Approach % | 87.5 | 12.5 | 0.0 | | 100.0 | 0.0 | 0.0 | | 0.0 | 100.0 | 0.0 | | |
| Total % | 50.0 | 7.1 | 0.0 | 57.1 | 7.1 | 0.0 | 0.0 | 7.1 | 0.0 | 35.7 | 0.0 | 35.7 | |
| Exiting Leg Total | 6 | | | | 1 | | | | 7 | | | | 14 |

Peak Hour Analysis from 06:00 AM to 10:00 AM begins at:

| 7:00 AM | Summer Street (Route 2A) | | | | Grove Street | | | | Summer Street (Route 2A) | | | | Total |
|------------------|--------------------------|-------|--------|-------|--------------|-------|--------|-------|--------------------------|-------|--------|-------|-------|
| | from East | | | | from South | | | | from West | | | | |
| | Thru | Left | U-Turn | Total | Right | Left | U-Turn | Total | Right | Thru | U-Turn | Total | |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 |
| 7:15 AM | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 2 |
| 7:30 AM | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 7:45 AM | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 2 |
| Total Volume | 4 | 0 | 0 | 4 | 1 | 0 | 0 | 1 | 0 | 2 | 0 | 2 | 7 |
| % Approach Total | 100.0 | 0.0 | 0.0 | | 100.0 | 0.0 | 0.0 | | 0.0 | 100.0 | 0.0 | | |
| PHF | 0.500 | 0.000 | 0.000 | 0.500 | 0.250 | 0.000 | 0.000 | 0.250 | 0.000 | 0.500 | 0.000 | 0.500 | 0.875 |
| Entering Leg | 4 | 0 | 0 | 4 | 1 | 0 | 0 | 1 | 0 | 2 | 0 | 2 | 7 |
| Exiting Leg | | | | 3 | | | | 0 | | | | 4 | 7 |
| Total | | | | 7 | | | | 1 | | | | 6 | 14 |

PDI File #: **186252 A**
 Location: **S: Grove Street**
 Location: **E: Summer Street (Route 2A) W: Summer Street (Route 2A)**
 City, State: **Arlington, MA**
 Client: **Bryant Associates/ T. Brayton**
 Site Code: **M17079MA**
 Count Date: **Wednesday, May 16, 2018**
 Start Time: **6:00 AM**
 End Time: **10:00 AM**



Bicycles (on Roadway and Crosswalks)

| | Summer Street (Route 2A) | | | | | | Grove Street | | | | | | Summer Street (Route 2A) | | | | | | Total |
|-------------------|--------------------------|------|--------|-------|-------|-------|--------------|------|--------|-------|-------|-------|--------------------------|------|--------|-------|-------|-------|-------|
| | from East | | | | | | from South | | | | | | from West | | | | | | |
| | Thru | Left | U-Turn | CW-SB | CW-NB | Total | Right | Left | U-Turn | CW-WB | CW-EB | Total | Right | Thru | U-Turn | CW-NB | CW-SB | Total | |
| 6:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 2 |
| 6:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 2 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 4 |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 2 | 2 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 1 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 3 | 3 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 3 | 0 | 0 | 1 | 6 | 6 |
| 8:00 AM | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 1 |
| 8:30 AM | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 2 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 2 |
| Total | 2 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 4 | 6 |
| 9:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 9:15 AM | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 3 |
| 9:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 1 |
| Total | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 3 | 0 | 0 | 0 | 3 | 5 |
| Grand Total | 2 | 1 | 0 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 1 | 2 | 14 | 0 | 0 | 1 | 17 | 21 |
| Approach % | 66.7 | 33.3 | 0.0 | 0.0 | 0.0 | | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 11.8 | 82.4 | 0.0 | 0.0 | 5.9 | | |
| Total % | 9.5 | 4.8 | 0.0 | 0.0 | 0.0 | 14.3 | 4.8 | 0.0 | 0.0 | 0.0 | 0.0 | 4.8 | 9.5 | 66.7 | 0.0 | 0.0 | 4.8 | 81.0 | |
| Exiting Leg Total | 15 | | | | | | 3 | | | | | | 3 | | | | | | 21 |

Peak Hour Analysis from 06:00 AM to 10:00 AM begins at:

| 8:30 AM | Summer Street (Route 2A) | | | | | | Grove Street | | | | | | Summer Street (Route 2A) | | | | | | Total | |
|------------------|--------------------------|-------|--------|-------|-------|-------|--------------|-------|--------|-------|-------|-------|--------------------------|-------|--------|-------|-------|-------|-------|-------|
| | from East | | | | | | from South | | | | | | from West | | | | | | | |
| | Thru | Left | U-Turn | CW-SB | CW-NB | Total | Right | Left | U-Turn | CW-WB | CW-EB | Total | Right | Thru | U-Turn | CW-NB | CW-SB | Total | | |
| 8:30 AM | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 2 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 2 | 2 |
| 9:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 9:15 AM | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 3 |
| Total Volume | 1 | 1 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 5 | 0 | 0 | 0 | 5 | 8 |
| % Approach Total | 50.0 | 50.0 | 0.0 | 0.0 | 0.0 | | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | | | |
| PHF | 0.250 | 0.250 | 0.000 | 0.000 | 0.000 | 0.500 | 0.250 | 0.000 | 0.000 | 0.000 | 0.000 | 0.250 | 0.000 | 0.625 | 0.000 | 0.000 | 0.000 | 0.625 | | 0.667 |
| Entering Leg | 1 | 1 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 5 | 0 | 0 | 0 | 5 | | 8 |
| Exiting Leg | 6 | | | | | | 1 | | | | | | 1 | | | | | | | 8 |
| Total | 8 | | | | | | 2 | | | | | | 6 | | | | | | | 16 |

PDI File #: **186252 A**
 Location: **S: Grove Street**
 Location: **E: Summer Street (Route 2A) W: Summer Street (Route 2A)**
 City, State: **Arlington, MA**
 Client: **Bryant Associates/ T. Brayton**
 Site Code: **M17079MA**
 Count Date: **Wednesday, May 16, 2018**
 Start Time: **6:00 AM**
 End Time: **10:00 AM**
 Class:



Pedestrians

| | Summer Street (Route 2A) | | | | | | Grove Street | | | | | | Summer Street (Route 2A) | | | | | | Total |
|-------------------|--------------------------|------|--------|-------|-------|-------|--------------|------|--------|--------|--------|--------|--------------------------|------|--------|--------|--------|--------|-------|
| | from East | | | | | | from South | | | | | | from West | | | | | | |
| | Thru | Left | U-Turn | CW-SB | CW-NB | Total | Right | Left | U-Turn | CW-WB | CW-EB | Total | Right | Thru | U-Turn | CW-NB | CW-SB | Total | |
| 6:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 6:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 1 | 14 | 0 | 0 | 0 | 5 | 7 | 12 | 26 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 9 | 10 | 11 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 2 | 15 | 0 | 0 | 0 | 7 | 17 | 24 | 39 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 1 | 1 | 2 | 4 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 5 | 7 | 0 | 0 | 0 | 1 | 1 | 2 | 9 |
| 9:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 9:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 |
| 9:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 2 | 2 | 3 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 1 | 2 | 3 | 5 |
| Grand Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 10 | 26 | 0 | 0 | 0 | 9 | 20 | 29 | 55 |
| Approach % | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 61.538 | 38.462 | | 0 | 0 | 0 | 31.034 | 68.966 | | |
| Total % | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29.091 | 18.182 | 47.273 | 0 | 0 | 0 | 16.364 | 36.364 | 52.727 | |
| Exiting Leg Total | 0 | | | | | | 26 | | | | | | 29 | | | | | | 55 |

Peak Hour Analysis from 06:00 AM to 10:00 AM begins at:

| 7:30 AM | Summer Street (Route 2A) | | | | | | Grove Street | | | | | | Summer Street (Route 2A) | | | | | | Total |
|------------------|--------------------------|-------|--------|-------|-------|-------|--------------|-------|--------|-------|-------|-------|--------------------------|-------|--------|-------|-------|-------|-------|
| | from East | | | | | | from South | | | | | | from West | | | | | | |
| | Thru | Left | U-Turn | CW-SB | CW-NB | Total | Right | Left | U-Turn | CW-WB | CW-EB | Total | Right | Thru | U-Turn | CW-NB | CW-SB | Total | |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 1 | 14 | 0 | 0 | 0 | 5 | 7 | 12 | 26 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 9 | 10 | 11 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 1 | 1 | 2 | 4 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 4 | 19 | 0 | 0 | 0 | 7 | 17 | 24 | 43 |
| % Approach Total | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 78.9 | 21.1 | | 0.0 | 0.0 | 0.0 | 29.2 | 70.8 | | |
| PHF | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.288 | 1.000 | 0.339 | 0.000 | 0.000 | 0.000 | 0.350 | 0.472 | 0.500 | 0.413 |
| Entering Leg | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 4 | 19 | 0 | 0 | 0 | 7 | 17 | 24 | 43 |
| Exiting Leg | 0 | | | | | | 19 | | | | | | 24 | | | | | | 43 |
| Total | 0 | | | | | | 38 | | | | | | 48 | | | | | | 86 |

PDI File #: **186252 AA**
 Location: **S: Grove Street**
 Location: **E: Summer Street (Route 2A) W: Summer Street (Route 2A)**
 City, State: **Arlington, MA**
 Client: **Bryant Associates/ T. Brayton**
 Site Code: **M17079MA**
 Count Date: **Wednesday, May 16, 2018**
 Start Time: **1:30 PM**
 End Time: **5:30 PM**
 Class:



Cars and Heavy Vehicles (Combined)

| | Summer Street (Route 2A) | | | | | Grove Street | | | | | Summer Street (Route 2A) | | | | | Total |
|-------------------|--------------------------|------|--------|-------|------|--------------|------|--------|-------|-----|--------------------------|------|--------|-------|------|-------|
| | from East | | | | | from South | | | | | from West | | | | | |
| | Thru | Left | U-Turn | Total | | Right | Left | U-Turn | Total | | Right | Thru | U-Turn | Total | | |
| 1:30 PM | 81 | 24 | 0 | 105 | | 33 | 15 | 0 | 48 | | 7 | 81 | 1 | 89 | | 242 |
| 1:45 PM | 85 | 28 | 0 | 113 | | 28 | 6 | 0 | 34 | | 11 | 82 | 0 | 93 | | 240 |
| Total | 166 | 52 | 0 | 218 | | 61 | 21 | 0 | 82 | | 18 | 163 | 1 | 182 | | 482 |
| 2:00 PM | 110 | 34 | 0 | 144 | | 25 | 15 | 0 | 40 | | 13 | 95 | 0 | 108 | | 292 |
| 2:15 PM | 107 | 33 | 0 | 140 | | 36 | 13 | 0 | 49 | | 12 | 84 | 0 | 96 | | 285 |
| 2:30 PM | 122 | 45 | 0 | 167 | | 56 | 20 | 0 | 76 | | 15 | 100 | 0 | 115 | | 358 |
| 2:45 PM | 128 | 30 | 0 | 158 | | 54 | 14 | 0 | 68 | | 10 | 134 | 0 | 144 | | 370 |
| Total | 467 | 142 | 0 | 609 | | 171 | 62 | 0 | 233 | | 50 | 413 | 0 | 463 | | 1305 |
| 3:00 PM | 111 | 32 | 0 | 143 | | 49 | 16 | 0 | 65 | | 11 | 107 | 0 | 118 | | 326 |
| 3:15 PM | 106 | 30 | 0 | 136 | | 43 | 14 | 0 | 57 | | 9 | 119 | 0 | 128 | | 321 |
| 3:30 PM | 113 | 27 | 0 | 140 | | 57 | 14 | 0 | 71 | | 9 | 116 | 0 | 125 | | 336 |
| 3:45 PM | 114 | 19 | 0 | 133 | | 40 | 12 | 0 | 52 | | 11 | 109 | 0 | 120 | | 305 |
| Total | 444 | 108 | 0 | 552 | | 189 | 56 | 0 | 245 | | 40 | 451 | 0 | 491 | | 1288 |
| 4:00 PM | 140 | 34 | 0 | 174 | | 50 | 14 | 0 | 64 | | 12 | 109 | 0 | 121 | | 359 |
| 4:15 PM | 104 | 34 | 0 | 138 | | 61 | 20 | 0 | 81 | | 8 | 132 | 0 | 140 | | 359 |
| 4:30 PM | 117 | 39 | 0 | 156 | | 57 | 12 | 0 | 69 | | 7 | 140 | 0 | 147 | | 372 |
| 4:45 PM | 109 | 34 | 0 | 143 | | 57 | 14 | 0 | 71 | | 8 | 118 | 0 | 126 | | 340 |
| Total | 470 | 141 | 0 | 611 | | 225 | 60 | 0 | 285 | | 35 | 499 | 0 | 534 | | 1430 |
| 5:00 PM | 137 | 23 | 0 | 160 | | 70 | 14 | 0 | 84 | | 14 | 153 | 0 | 167 | | 411 |
| 5:15 PM | 139 | 32 | 0 | 171 | | 76 | 18 | 0 | 94 | | 15 | 169 | 0 | 184 | | 449 |
| Total | 276 | 55 | 0 | 331 | | 146 | 32 | 0 | 178 | | 29 | 322 | 0 | 351 | | 860 |
| Grand Total | 1823 | 498 | 0 | 2321 | | 792 | 231 | 0 | 1023 | | 172 | 1848 | 1 | 2021 | | 5365 |
| Approach % | 78.5 | 21.5 | 0.0 | | | 77.4 | 22.6 | 0.0 | | | 8.5 | 91.4 | 0.0 | | | |
| Total % | 34.0 | 9.3 | 0.0 | 43.3 | | 14.8 | 4.3 | 0.0 | 19.1 | | 3.2 | 34.4 | 0.0 | 37.7 | | |
| Exiting Leg Total | | | | | 2640 | | | | | 670 | | | | | 2055 | 5365 |
| Cars | 1782 | 485 | 0 | 2267 | | 783 | 224 | 0 | 1007 | | 167 | 1817 | 1 | 1985 | | 5259 |
| % Cars | 97.8 | 97.4 | 0.0 | 97.7 | | 98.9 | 97.0 | 0.0 | 98.4 | | 97.1 | 98.3 | 100.0 | 98.2 | | 98.0 |
| Exiting Leg Total | | | | | 2600 | | | | | 652 | | | | | 2007 | 5259 |
| Heavy Vehicles | 41 | 13 | 0 | 54 | | 9 | 7 | 0 | 16 | | 5 | 31 | 0 | 36 | | 106 |
| % Heavy Vehicles | 2.2 | 2.6 | 0.0 | 2.3 | | 1.1 | 3.0 | 0.0 | 1.6 | | 2.9 | 1.7 | 0.0 | 1.8 | | 2.0 |
| Exiting Leg Total | | | | | 40 | | | | | 18 | | | | | 48 | 106 |

Peak Hour Analysis from 01:30 PM to 05:30 PM begins at:

| 4:30 PM | Summer Street (Route 2A) | | | | Grove Street | | | | Summer Street (Route 2A) | | | | Total |
|--------------------|--------------------------|-------|--------|-------|--------------|-------|--------|-------|--------------------------|-------|--------|-------|-------|
| | from East | | | | from South | | | | from West | | | | |
| | Thru | Left | U-Turn | Total | Right | Left | U-Turn | Total | Right | Thru | U-Turn | Total | |
| 4:30 PM | 117 | 39 | 0 | 156 | 57 | 12 | 0 | 69 | 7 | 140 | 0 | 147 | 372 |
| 4:45 PM | 109 | 34 | 0 | 143 | 57 | 14 | 0 | 71 | 8 | 118 | 0 | 126 | 340 |
| 5:00 PM | 137 | 23 | 0 | 160 | 70 | 14 | 0 | 84 | 14 | 153 | 0 | 167 | 411 |
| 5:15 PM | 139 | 32 | 0 | 171 | 76 | 18 | 0 | 94 | 15 | 169 | 0 | 184 | 449 |
| Total Volume | 502 | 128 | 0 | 630 | 260 | 58 | 0 | 318 | 44 | 580 | 0 | 624 | 1572 |
| % Approach Total | 79.7 | 20.3 | 0.0 | | 81.8 | 18.2 | 0.0 | | 7.1 | 92.9 | 0.0 | | |
| PHF | 0.903 | 0.821 | 0.000 | 0.921 | 0.855 | 0.806 | 0.000 | 0.846 | 0.733 | 0.858 | 0.000 | 0.848 | 0.875 |
| Cars | 497 | 126 | 0 | 623 | 257 | 58 | 0 | 315 | 44 | 573 | 0 | 617 | 1555 |
| Cars % | 99.0 | 98.4 | 0.0 | 98.9 | 98.8 | 100.0 | 0.0 | 99.1 | 100.0 | 98.8 | 0.0 | 98.9 | 98.9 |
| Heavy Vehicles | 5 | 2 | 0 | 7 | 3 | 0 | 0 | 3 | 0 | 7 | 0 | 7 | 17 |
| Heavy Vehicles % | 1.0 | 1.6 | 0.0 | 1.1 | 1.2 | 0.0 | 0.0 | 0.9 | 0.0 | 1.2 | 0.0 | 1.1 | 1.1 |
| Cars Enter Leg | 497 | 126 | 0 | 623 | 257 | 58 | 0 | 315 | 44 | 573 | 0 | 617 | 1555 |
| Heavy Enter Leg | 5 | 2 | 0 | 7 | 3 | 0 | 0 | 3 | 0 | 7 | 0 | 7 | 17 |
| Total Entering Leg | 502 | 128 | 0 | 630 | 260 | 58 | 0 | 318 | 44 | 580 | 0 | 624 | 1572 |
| Cars Exiting Leg | | | | 830 | | | | 170 | | | | 555 | 1555 |
| Heavy Exiting Leg | | | | 10 | | | | 2 | | | | 5 | 17 |
| Total Exiting Leg | | | | 840 | | | | 172 | | | | 560 | 1572 |

PDI File #: **186252 AA**
 Location: **S: Grove Street**
 Location: **E: Summer Street (Route 2A) W: Summer Street (Route 2A)**
 City, State: **Arlington, MA**
 Client: **Bryant Associates/ T. Brayton**
 Site Code: **M17079MA**
 Count Date: **Wednesday, May 16, 2018**
 Start Time: **1:30 PM**
 End Time: **5:30 PM**



Class: **Cars-Combined (Motorcycles, Cars, Light Goods)**

| | Summer Street (Route 2A) | | | | Grove Street | | | | Summer Street (Route 2A) | | | | Total |
|-------------------|--------------------------|------|--------|-------|--------------|------|--------|-------|--------------------------|------|--------|-------|-------|
| | from East | | | | from South | | | | from West | | | | |
| | Thru | Left | U-Turn | Total | Right | Left | U-Turn | Total | Right | Thru | U-Turn | Total | |
| 1:30 PM | 79 | 24 | 0 | 103 | 33 | 15 | 0 | 48 | 7 | 77 | 1 | 85 | 236 |
| 1:45 PM | 83 | 27 | 0 | 110 | 28 | 6 | 0 | 34 | 11 | 79 | 0 | 90 | 234 |
| Total | 162 | 51 | 0 | 213 | 61 | 21 | 0 | 82 | 18 | 156 | 1 | 175 | 470 |
| 2:00 PM | 104 | 34 | 0 | 138 | 24 | 15 | 0 | 39 | 12 | 90 | 0 | 102 | 279 |
| 2:15 PM | 103 | 33 | 0 | 136 | 34 | 11 | 0 | 45 | 12 | 83 | 0 | 95 | 276 |
| 2:30 PM | 120 | 43 | 0 | 163 | 55 | 20 | 0 | 75 | 14 | 99 | 0 | 113 | 351 |
| 2:45 PM | 123 | 29 | 0 | 152 | 54 | 13 | 0 | 67 | 10 | 132 | 0 | 142 | 361 |
| Total | 450 | 139 | 0 | 589 | 167 | 59 | 0 | 226 | 48 | 404 | 0 | 452 | 1267 |
| 3:00 PM | 109 | 31 | 0 | 140 | 48 | 16 | 0 | 64 | 10 | 104 | 0 | 114 | 318 |
| 3:15 PM | 103 | 27 | 0 | 130 | 43 | 12 | 0 | 55 | 8 | 118 | 0 | 126 | 311 |
| 3:30 PM | 110 | 26 | 0 | 136 | 57 | 13 | 0 | 70 | 8 | 115 | 0 | 123 | 329 |
| 3:45 PM | 112 | 18 | 0 | 130 | 40 | 12 | 0 | 52 | 11 | 108 | 0 | 119 | 301 |
| Total | 434 | 102 | 0 | 536 | 188 | 53 | 0 | 241 | 37 | 445 | 0 | 482 | 1259 |
| 4:00 PM | 138 | 34 | 0 | 172 | 49 | 14 | 0 | 63 | 12 | 107 | 0 | 119 | 354 |
| 4:15 PM | 101 | 33 | 0 | 134 | 61 | 19 | 0 | 80 | 8 | 132 | 0 | 140 | 354 |
| 4:30 PM | 116 | 39 | 0 | 155 | 56 | 12 | 0 | 68 | 7 | 138 | 0 | 145 | 368 |
| 4:45 PM | 108 | 33 | 0 | 141 | 57 | 14 | 0 | 71 | 8 | 116 | 0 | 124 | 336 |
| Total | 463 | 139 | 0 | 602 | 223 | 59 | 0 | 282 | 35 | 493 | 0 | 528 | 1412 |
| 5:00 PM | 136 | 22 | 0 | 158 | 69 | 14 | 0 | 83 | 14 | 153 | 0 | 167 | 408 |
| 5:15 PM | 137 | 32 | 0 | 169 | 75 | 18 | 0 | 93 | 15 | 166 | 0 | 181 | 443 |
| Total | 273 | 54 | 0 | 327 | 144 | 32 | 0 | 176 | 29 | 319 | 0 | 348 | 851 |
| Grand Total | 1782 | 485 | 0 | 2267 | 783 | 224 | 0 | 1007 | 167 | 1817 | 1 | 1985 | 5259 |
| Approach % | 78.6 | 21.4 | 0.0 | | 77.8 | 22.2 | 0.0 | | 8.4 | 91.5 | 0.1 | | |
| Total % | 33.9 | 9.2 | 0.0 | 43.1 | 14.9 | 4.3 | 0.0 | 19.1 | 3.2 | 34.6 | 0.0 | 37.7 | |
| Exiting Leg Total | | | | 2600 | | | | 652 | | | | 2007 | 5259 |

Peak Hour Analysis from 01:30 PM to 05:30 PM begins at:

| 4:30 PM | Summer Street (Route 2A) | | | | Grove Street | | | | Summer Street (Route 2A) | | | | Total |
|------------------|--------------------------|-------|--------|-------|--------------|-------|--------|-------|--------------------------|-------|--------|-------|-------|
| | from East | | | | from South | | | | from West | | | | |
| | Thru | Left | U-Turn | Total | Right | Left | U-Turn | Total | Right | Thru | U-Turn | Total | |
| 4:30 PM | 116 | 39 | 0 | 155 | 56 | 12 | 0 | 68 | 7 | 138 | 0 | 145 | 368 |
| 4:45 PM | 108 | 33 | 0 | 141 | 57 | 14 | 0 | 71 | 8 | 116 | 0 | 124 | 336 |
| 5:00 PM | 136 | 22 | 0 | 158 | 69 | 14 | 0 | 83 | 14 | 153 | 0 | 167 | 408 |
| 5:15 PM | 137 | 32 | 0 | 169 | 75 | 18 | 0 | 93 | 15 | 166 | 0 | 181 | 443 |
| Total Volume | 497 | 126 | 0 | 623 | 257 | 58 | 0 | 315 | 44 | 573 | 0 | 617 | 1555 |
| % Approach Total | 79.8 | 20.2 | 0.0 | | 81.6 | 18.4 | 0.0 | | 7.1 | 92.9 | 0.0 | | |
| PHF | 0.907 | 0.808 | 0.000 | 0.922 | 0.857 | 0.806 | 0.000 | 0.847 | 0.733 | 0.863 | 0.000 | 0.852 | 0.878 |
| Entering Leg | 497 | 126 | 0 | 623 | 257 | 58 | 0 | 315 | 44 | 573 | 0 | 617 | 1555 |
| Exiting Leg | | | | 830 | | | | 170 | | | | 555 | 1555 |
| Total | | | | 1453 | | | | 485 | | | | 1172 | 3110 |

PDI File #: **186252 AA**
 Location: **S: Grove Street**
 Location: **E: Summer Street (Route 2A) W: Summer Street (Route 2A)**
 City, State: **Arlington, MA**
 Client: **Bryant Associates/ T. Brayton**
 Site Code: **M17079MA**
 Count Date: **Wednesday, May 16, 2018**
 Start Time: **1:30 PM**
 End Time: **5:30 PM**
 Class: **Heavy Vehicles-Combined (Buses, Single-Unit Trucks, Articulated Trucks)**



| | Summer Street (Route 2A) | | | | | Grove Street | | | | | Summer Street (Route 2A) | | | | | Total |
|--------------------|--------------------------|------|--------|-------|--|--------------|------|--------|-------|--|--------------------------|------|--------|-------|------|-------|
| | from East | | | | | from South | | | | | from West | | | | | |
| | Thru | Left | U-Turn | Total | | Right | Left | U-Turn | Total | | Right | Thru | U-Turn | Total | | |
| 1:30 PM | 2 | 0 | 0 | 2 | | 0 | 0 | 0 | 0 | | 0 | 4 | 0 | 4 | 6 | |
| 1:45 PM | 2 | 1 | 0 | 3 | | 0 | 0 | 0 | 0 | | 0 | 3 | 0 | 3 | 6 | |
| Total | 4 | 1 | 0 | 5 | | 0 | 0 | 0 | 0 | | 0 | 7 | 0 | 7 | 12 | |
| 2:00 PM | 6 | 0 | 0 | 6 | | 1 | 0 | 0 | 1 | | 1 | 5 | 0 | 6 | 13 | |
| 2:15 PM | 4 | 0 | 0 | 4 | | 2 | 2 | 0 | 4 | | 0 | 1 | 0 | 1 | 9 | |
| 2:30 PM | 2 | 2 | 0 | 4 | | 1 | 0 | 0 | 1 | | 1 | 1 | 0 | 2 | 7 | |
| 2:45 PM | 5 | 1 | 0 | 6 | | 0 | 1 | 0 | 1 | | 0 | 2 | 0 | 2 | 9 | |
| Total | 17 | 3 | 0 | 20 | | 4 | 3 | 0 | 7 | | 2 | 9 | 0 | 11 | 38 | |
| 3:00 PM | 2 | 1 | 0 | 3 | | 1 | 0 | 0 | 1 | | 1 | 3 | 0 | 4 | 8 | |
| 3:15 PM | 3 | 3 | 0 | 6 | | 0 | 2 | 0 | 2 | | 1 | 1 | 0 | 2 | 10 | |
| 3:30 PM | 3 | 1 | 0 | 4 | | 0 | 1 | 0 | 1 | | 1 | 1 | 0 | 2 | 7 | |
| 3:45 PM | 2 | 1 | 0 | 3 | | 0 | 0 | 0 | 0 | | 0 | 1 | 0 | 1 | 4 | |
| Total | 10 | 6 | 0 | 16 | | 1 | 3 | 0 | 4 | | 3 | 6 | 0 | 9 | 29 | |
| 4:00 PM | 2 | 0 | 0 | 2 | | 1 | 0 | 0 | 1 | | 0 | 2 | 0 | 2 | 5 | |
| 4:15 PM | 3 | 1 | 0 | 4 | | 0 | 1 | 0 | 1 | | 0 | 0 | 0 | 0 | 5 | |
| 4:30 PM | 1 | 0 | 0 | 1 | | 1 | 0 | 0 | 1 | | 0 | 2 | 0 | 2 | 4 | |
| 4:45 PM | 1 | 1 | 0 | 2 | | 0 | 0 | 0 | 0 | | 0 | 2 | 0 | 2 | 4 | |
| Total | 7 | 2 | 0 | 9 | | 2 | 1 | 0 | 3 | | 0 | 6 | 0 | 6 | 18 | |
| 5:00 PM | 1 | 1 | 0 | 2 | | 1 | 0 | 0 | 1 | | 0 | 0 | 0 | 0 | 3 | |
| 5:15 PM | 2 | 0 | 0 | 2 | | 1 | 0 | 0 | 1 | | 0 | 3 | 0 | 3 | 6 | |
| Total | 3 | 1 | 0 | 4 | | 2 | 0 | 0 | 2 | | 0 | 3 | 0 | 3 | 9 | |
| Grand Total | 41 | 13 | 0 | 54 | | 9 | 7 | 0 | 16 | | 5 | 31 | 0 | 36 | 106 | |
| Approach % | 75.9 | 24.1 | 0.0 | | | 56.3 | 43.8 | 0.0 | | | 13.9 | 86.1 | 0.0 | | | |
| Total % | 38.7 | 12.3 | 0.0 | 50.9 | | 8.5 | 6.6 | 0.0 | 15.1 | | 4.7 | 29.2 | 0.0 | 34.0 | | |
| Exiting Leg Total | 40 | | | | | 18 | | | | | 48 | | | | 106 | |
| Buses | 12 | 5 | 0 | 17 | | 2 | 4 | 0 | 6 | | 3 | 8 | 0 | 11 | 34 | |
| % Buses | 29.3 | 38.5 | 0.0 | 31.5 | | 22.2 | 57.1 | 0.0 | 37.5 | | 60.0 | 25.8 | 0.0 | 30.6 | 32.1 | |
| Exiting Leg Total | 10 | | | | | 8 | | | | | 16 | | | | 34 | |
| Single-Unit Trucks | 25 | 8 | 0 | 33 | | 6 | 3 | 0 | 9 | | 2 | 21 | 0 | 23 | 65 | |
| % Single-Unit | 61.0 | 61.5 | 0.0 | 61.1 | | 66.7 | 42.9 | 0.0 | 56.3 | | 40.0 | 67.7 | 0.0 | 63.9 | 61.3 | |
| Exiting Leg Total | 27 | | | | | 10 | | | | | 28 | | | | 65 | |
| Articulated Trucks | 4 | 0 | 0 | 4 | | 1 | 0 | 0 | 1 | | 0 | 2 | 0 | 2 | 7 | |
| % Articulated | 9.8 | 0.0 | 0.0 | 7.4 | | 11.1 | 0.0 | 0.0 | 6.3 | | 0.0 | 6.5 | 0.0 | 5.6 | 6.6 | |
| Exiting Leg Total | 3 | | | | | 0 | | | | | 4 | | | | 7 | |

Peak Hour Analysis from 01:30 PM to 05:30 PM begins at:

| 2:00 PM | Summer Street (Route 2A) | | | | Grove Street | | | | Summer Street (Route 2A) | | | | Total |
|--------------------|--------------------------|-------|--------|-------|--------------|-------|--------|-------|--------------------------|-------|--------|-------|-------|
| | from East | | | | from South | | | | from West | | | | |
| | Thru | Left | U-Turn | Total | Right | Left | U-Turn | Total | Right | Thru | U-Turn | Total | |
| 2:00 PM | 6 | 0 | 0 | 6 | 1 | 0 | 0 | 1 | 1 | 5 | 0 | 6 | 13 |
| 2:15 PM | 4 | 0 | 0 | 4 | 2 | 2 | 0 | 4 | 0 | 1 | 0 | 1 | 9 |
| 2:30 PM | 2 | 2 | 0 | 4 | 1 | 0 | 0 | 1 | 1 | 1 | 0 | 2 | 7 |
| 2:45 PM | 5 | 1 | 0 | 6 | 0 | 1 | 0 | 1 | 0 | 2 | 0 | 2 | 9 |
| Total Volume | 17 | 3 | 0 | 20 | 4 | 3 | 0 | 7 | 2 | 9 | 0 | 11 | 38 |
| % Approach Total | 85.0 | 15.0 | 0.0 | | 57.1 | 42.9 | 0.0 | | 18.2 | 81.8 | 0.0 | | |
| PHF | 0.708 | 0.375 | 0.000 | 0.833 | 0.500 | 0.375 | 0.000 | 0.438 | 0.500 | 0.450 | 0.000 | 0.458 | 0.731 |
| Buses | 7 | 0 | 0 | 7 | 2 | 1 | 0 | 3 | 0 | 3 | 0 | 3 | 13 |
| Buses % | 41.2 | 0.0 | 0.0 | 35.0 | 50.0 | 33.3 | 0.0 | 42.9 | 0.0 | 33.3 | 0.0 | 27.3 | 34.2 |
| Single-Unit Trucks | 9 | 3 | 0 | 12 | 2 | 2 | 0 | 4 | 2 | 6 | 0 | 8 | 24 |
| Single-Unit % | 52.9 | 100.0 | 0.0 | 60.0 | 50.0 | 66.7 | 0.0 | 57.1 | 100.0 | 66.7 | 0.0 | 72.7 | 63.2 |
| Articulated Trucks | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Articulated % | 5.9 | 0.0 | 0.0 | 5.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.6 |
| Buses | 7 | 0 | 0 | 7 | 2 | 1 | 0 | 3 | 0 | 3 | 0 | 3 | 13 |
| Single-Unit Trucks | 9 | 3 | 0 | 12 | 2 | 2 | 0 | 4 | 2 | 6 | 0 | 8 | 24 |
| Articulated Trucks | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |

PDI File #: **186252 AA**
 Location: **S: Grove Street**
 Location: **E: Summer Street (Route 2A) W: Summer Street (Route 2A)**
 City, State: **Arlington, MA**
 Client: **Bryant Associates/ T. Brayton**
 Site Code: **M17079MA**
 Count Date: **Wednesday, May 16, 2018**
 Start Time: **1:30 PM**
 End Time: **5:30 PM**



Class: **Heavy Vehicles-Combined (Buses, Single-Unit Trucks, Articulated Trucks)**

| | Summer Street (Route 2A) | | | | Grove Street | | | | Summer Street (Route 2A) | | | | Total |
|--------------------|--------------------------|------|--------|-------|--------------|------|--------|-------|--------------------------|------|--------|-------|-------|
| | from East | | | | from South | | | | from West | | | | |
| | Thru | Left | U-Turn | Total | Right | Left | U-Turn | Total | Right | Thru | U-Turn | Total | |
| Total Entering Leg | 17 | 3 | 0 | 20 | 4 | 3 | 0 | 7 | 2 | 9 | 0 | 11 | 38 |
| Buses | | | | 5 | | | | 0 | | | | 8 | 13 |
| Single-Unit Trucks | | | | 8 | | | | 5 | | | | 11 | 24 |
| Articulated Trucks | | | | 0 | | | | 0 | | | | 1 | 1 |
| Total Exiting Leg | | | | 13 | | | | 5 | | | | 20 | 38 |

PDI File #: **186252 AA**
 Location: **S: Grove Street**
 Location: **E: Summer Street (Route 2A) W: Summer Street (Route 2A)**
 City, State: **Arlington, MA**
 Client: **Bryant Associates/ T. Brayton**
 Site Code: **M17079MA**
 Count Date: **Wednesday, May 16, 2018**
 Start Time: **1:30 PM**
 End Time: **5:30 PM**
 Class:



Cars

| | Summer Street (Route 2A) | | | | Grove Street | | | | Summer Street (Route 2A) | | | | Total |
|-------------------|--------------------------|------|--------|-------|--------------|------|--------|-------|--------------------------|------|--------|-------|-------|
| | from East | | | | from South | | | | from West | | | | |
| | Thru | Left | U-Turn | Total | Right | Left | U-Turn | Total | Right | Thru | U-Turn | Total | |
| 1:30 PM | 69 | 19 | 0 | 88 | 29 | 13 | 0 | 42 | 5 | 71 | 0 | 76 | 206 |
| 1:45 PM | 71 | 23 | 0 | 94 | 23 | 4 | 0 | 27 | 9 | 72 | 0 | 81 | 202 |
| Total | 140 | 42 | 0 | 182 | 52 | 17 | 0 | 69 | 14 | 143 | 0 | 157 | 408 |
| 2:00 PM | 95 | 30 | 0 | 125 | 22 | 13 | 0 | 35 | 7 | 78 | 0 | 85 | 245 |
| 2:15 PM | 94 | 27 | 0 | 121 | 27 | 11 | 0 | 38 | 10 | 74 | 0 | 84 | 243 |
| 2:30 PM | 114 | 40 | 0 | 154 | 51 | 19 | 0 | 70 | 13 | 92 | 0 | 105 | 329 |
| 2:45 PM | 112 | 26 | 0 | 138 | 48 | 9 | 0 | 57 | 7 | 122 | 0 | 129 | 324 |
| Total | 415 | 123 | 0 | 538 | 148 | 52 | 0 | 200 | 37 | 366 | 0 | 403 | 1141 |
| 3:00 PM | 97 | 30 | 0 | 127 | 42 | 16 | 0 | 58 | 10 | 99 | 0 | 109 | 294 |
| 3:15 PM | 92 | 25 | 0 | 117 | 35 | 10 | 0 | 45 | 7 | 102 | 0 | 109 | 271 |
| 3:30 PM | 103 | 20 | 0 | 123 | 50 | 12 | 0 | 62 | 7 | 101 | 0 | 108 | 293 |
| 3:45 PM | 100 | 18 | 0 | 118 | 33 | 11 | 0 | 44 | 9 | 92 | 0 | 101 | 263 |
| Total | 392 | 93 | 0 | 485 | 160 | 49 | 0 | 209 | 33 | 394 | 0 | 427 | 1121 |
| 4:00 PM | 126 | 28 | 0 | 154 | 44 | 14 | 0 | 58 | 10 | 95 | 0 | 105 | 317 |
| 4:15 PM | 93 | 27 | 0 | 120 | 53 | 16 | 0 | 69 | 8 | 116 | 0 | 124 | 313 |
| 4:30 PM | 108 | 36 | 0 | 144 | 50 | 12 | 0 | 62 | 6 | 124 | 0 | 130 | 336 |
| 4:45 PM | 98 | 31 | 0 | 129 | 51 | 12 | 0 | 63 | 7 | 107 | 0 | 114 | 306 |
| Total | 425 | 122 | 0 | 547 | 198 | 54 | 0 | 252 | 31 | 442 | 0 | 473 | 1272 |
| 5:00 PM | 124 | 20 | 0 | 144 | 62 | 13 | 0 | 75 | 13 | 144 | 0 | 157 | 376 |
| 5:15 PM | 124 | 31 | 0 | 155 | 72 | 16 | 0 | 88 | 12 | 152 | 0 | 164 | 407 |
| Total | 248 | 51 | 0 | 299 | 134 | 29 | 0 | 163 | 25 | 296 | 0 | 321 | 783 |
| Grand Total | 1620 | 431 | 0 | 2051 | 692 | 201 | 0 | 893 | 140 | 1641 | 0 | 1781 | 4725 |
| Approach % | 79.0 | 21.0 | 0.0 | | 77.5 | 22.5 | 0.0 | | 7.9 | 92.1 | 0.0 | | |
| Total % | 34.3 | 9.1 | 0.0 | 43.4 | 14.6 | 4.3 | 0.0 | 18.9 | 3.0 | 34.7 | 0.0 | 37.7 | |
| Exiting Leg Total | | | | 2333 | | | | 571 | | | | 1821 | 4725 |

Peak Hour Analysis from 01:30 PM to 05:30 PM begins at:

| 4:30 PM | Summer Street (Route 2A) | | | | Grove Street | | | | Summer Street (Route 2A) | | | | Total |
|------------------|--------------------------|-------|--------|-------|--------------|-------|--------|-------|--------------------------|-------|--------|-------|-------|
| | from East | | | | from South | | | | from West | | | | |
| | Thru | Left | U-Turn | Total | Right | Left | U-Turn | Total | Right | Thru | U-Turn | Total | |
| 4:30 PM | 108 | 36 | 0 | 144 | 50 | 12 | 0 | 62 | 6 | 124 | 0 | 130 | 336 |
| 4:45 PM | 98 | 31 | 0 | 129 | 51 | 12 | 0 | 63 | 7 | 107 | 0 | 114 | 306 |
| 5:00 PM | 124 | 20 | 0 | 144 | 62 | 13 | 0 | 75 | 13 | 144 | 0 | 157 | 376 |
| 5:15 PM | 124 | 31 | 0 | 155 | 72 | 16 | 0 | 88 | 12 | 152 | 0 | 164 | 407 |
| Total Volume | 454 | 118 | 0 | 572 | 235 | 53 | 0 | 288 | 38 | 527 | 0 | 565 | 1425 |
| % Approach Total | 79.4 | 20.6 | 0.0 | | 81.6 | 18.4 | 0.0 | | 6.7 | 93.3 | 0.0 | | |
| PHF | 0.915 | 0.819 | 0.000 | 0.923 | 0.816 | 0.828 | 0.000 | 0.818 | 0.731 | 0.867 | 0.000 | 0.861 | 0.875 |
| Entering Leg | 454 | 118 | 0 | 572 | 235 | 53 | 0 | 288 | 38 | 527 | 0 | 565 | 1425 |
| Exiting Leg | | | | 762 | | | | 156 | | | | 507 | 1425 |
| Total | | | | 1334 | | | | 444 | | | | 1072 | 2850 |

PDI File #: **186252 AA**
 Location: **S: Grove Street**
 Location: **E: Summer Street (Route 2A) W: Summer Street (Route 2A)**
 City, State: **Arlington, MA**
 Client: **Bryant Associates/ T. Brayton**
 Site Code: **M17079MA**
 Count Date: **Wednesday, May 16, 2018**
 Start Time: **1:30 PM**
 End Time: **5:30 PM**
 Class:



Light Goods Vehicle

| | Summer Street (Route 2A) | | | | Grove Street | | | | Summer Street (Route 2A) | | | | Total |
|-------------------|--------------------------|------|--------|-------|--------------|------|--------|-------|--------------------------|------|--------|-------|-------|
| | from East | | | | from South | | | | from West | | | | |
| | Thru | Left | U-Turn | Total | Right | Left | U-Turn | Total | Right | Thru | U-Turn | Total | |
| 1:30 PM | 9 | 4 | 0 | 13 | 4 | 2 | 0 | 6 | 2 | 6 | 1 | 9 | 28 |
| 1:45 PM | 12 | 4 | 0 | 16 | 5 | 2 | 0 | 7 | 2 | 7 | 0 | 9 | 32 |
| Total | 21 | 8 | 0 | 29 | 9 | 4 | 0 | 13 | 4 | 13 | 1 | 18 | 60 |
| 2:00 PM | 9 | 4 | 0 | 13 | 2 | 2 | 0 | 4 | 5 | 12 | 0 | 17 | 34 |
| 2:15 PM | 9 | 6 | 0 | 15 | 7 | 0 | 0 | 7 | 2 | 9 | 0 | 11 | 33 |
| 2:30 PM | 6 | 3 | 0 | 9 | 4 | 1 | 0 | 5 | 1 | 6 | 0 | 7 | 21 |
| 2:45 PM | 11 | 3 | 0 | 14 | 6 | 4 | 0 | 10 | 3 | 10 | 0 | 13 | 37 |
| Total | 35 | 16 | 0 | 51 | 19 | 7 | 0 | 26 | 11 | 37 | 0 | 48 | 125 |
| 3:00 PM | 12 | 1 | 0 | 13 | 6 | 0 | 0 | 6 | 0 | 4 | 0 | 4 | 23 |
| 3:15 PM | 11 | 1 | 0 | 12 | 8 | 2 | 0 | 10 | 1 | 15 | 0 | 16 | 38 |
| 3:30 PM | 6 | 6 | 0 | 12 | 7 | 1 | 0 | 8 | 1 | 12 | 0 | 13 | 33 |
| 3:45 PM | 12 | 0 | 0 | 12 | 7 | 1 | 0 | 8 | 2 | 16 | 0 | 18 | 38 |
| Total | 41 | 8 | 0 | 49 | 28 | 4 | 0 | 32 | 4 | 47 | 0 | 51 | 132 |
| 4:00 PM | 12 | 6 | 0 | 18 | 5 | 0 | 0 | 5 | 2 | 12 | 0 | 14 | 37 |
| 4:15 PM | 8 | 6 | 0 | 14 | 8 | 3 | 0 | 11 | 0 | 16 | 0 | 16 | 41 |
| 4:30 PM | 8 | 3 | 0 | 11 | 5 | 0 | 0 | 5 | 1 | 14 | 0 | 15 | 31 |
| 4:45 PM | 10 | 2 | 0 | 12 | 5 | 2 | 0 | 7 | 1 | 8 | 0 | 9 | 28 |
| Total | 38 | 17 | 0 | 55 | 23 | 5 | 0 | 28 | 4 | 50 | 0 | 54 | 137 |
| 5:00 PM | 11 | 2 | 0 | 13 | 6 | 1 | 0 | 7 | 1 | 9 | 0 | 10 | 30 |
| 5:15 PM | 12 | 1 | 0 | 13 | 3 | 2 | 0 | 5 | 3 | 14 | 0 | 17 | 35 |
| Total | 23 | 3 | 0 | 26 | 9 | 3 | 0 | 12 | 4 | 23 | 0 | 27 | 65 |
| Grand Total | 158 | 52 | 0 | 210 | 88 | 23 | 0 | 111 | 27 | 170 | 1 | 198 | 519 |
| Approach % | 75.2 | 24.8 | 0.0 | | 79.3 | 20.7 | 0.0 | | 13.6 | 85.9 | 0.5 | | |
| Total % | 30.4 | 10.0 | 0.0 | 40.5 | 17.0 | 4.4 | 0.0 | 21.4 | 5.2 | 32.8 | 0.2 | 38.2 | |
| Exiting Leg Total | | | | 258 | | | | 79 | | | | 182 | 519 |

Peak Hour Analysis from 01:30 PM to 05:30 PM begins at:

| 3:30 PM | Summer Street (Route 2A) | | | | | Grove Street | | | | | Summer Street (Route 2A) | | | | | Total |
|------------------|--------------------------|-------|--------|-------|-----|--------------|-------|--------|-------|----|--------------------------|-------|--------|-------|-----|-------|
| | from East | | | | | from South | | | | | from West | | | | | |
| | Thru | Left | U-Turn | Total | | Right | Left | U-Turn | Total | | Right | Thru | U-Turn | Total | | |
| 3:30 PM | 6 | 6 | 0 | 0 | 12 | 7 | 1 | 1 | 0 | 8 | 1 | 12 | 0 | 0 | 13 | 33 |
| 3:45 PM | 12 | 0 | 0 | 0 | 12 | 7 | 1 | 1 | 0 | 8 | 2 | 16 | 0 | 0 | 18 | 38 |
| 4:00 PM | 12 | 6 | 0 | 0 | 18 | 5 | 0 | 0 | 0 | 5 | 2 | 12 | 0 | 0 | 14 | 37 |
| 4:15 PM | 8 | 6 | 0 | 0 | 14 | 8 | 3 | 0 | 0 | 11 | 0 | 16 | 0 | 0 | 16 | 41 |
| Total Volume | 38 | 18 | 0 | 0 | 56 | 27 | 5 | 0 | 0 | 32 | 5 | 56 | 0 | 0 | 61 | 149 |
| % Approach Total | 67.9 | 32.1 | 0.0 | 0.0 | | 84.4 | 15.6 | 0.0 | 0.0 | | 8.2 | 91.8 | 0.0 | 0.0 | | |
| PHF | 0.792 | 0.750 | 0.000 | 0.778 | | 0.844 | 0.417 | 0.000 | 0.727 | | 0.625 | 0.875 | 0.000 | 0.847 | | 0.909 |
| Entering Leg | 38 | 18 | 0 | 0 | 56 | 27 | 5 | 0 | 0 | 32 | 5 | 56 | 0 | 0 | 61 | 149 |
| Exiting Leg | | | | | 83 | | | | | 23 | | | | | 43 | 149 |
| Total | | | | | 139 | | | | | 55 | | | | | 104 | 298 |

PDI File #: **186252 AA**
 Location: **S: Grove Street**
 Location: **E: Summer Street (Route 2A) W: Summer Street (Route 2A)**
 City, State: **Arlington, MA**
 Client: **Bryant Associates/ T. Brayton**
 Site Code: **M17079MA**
 Count Date: **Wednesday, May 16, 2018**
 Start Time: **1:30 PM**
 End Time: **5:30 PM**
 Class:



Buses

| | Summer Street (Route 2A) | | | | Grove Street | | | | Summer Street (Route 2A) | | | | Total |
|-------------------|--------------------------|------|--------|-------|--------------|------|--------|-------|--------------------------|------|--------|-------|-------|
| | from East | | | | from South | | | | from West | | | | |
| | Thru | Left | U-Turn | Total | Right | Left | U-Turn | Total | Right | Thru | U-Turn | Total | |
| 1:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 |
| 1:45 PM | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Total | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 2 |
| 2:00 PM | 4 | 0 | 0 | 4 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 6 |
| 2:15 PM | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 0 | 1 | 0 | 1 | 3 |
| 2:30 PM | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 3 |
| 2:45 PM | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Total | 7 | 0 | 0 | 7 | 2 | 1 | 0 | 3 | 0 | 3 | 0 | 3 | 13 |
| 3:00 PM | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 3 |
| 3:15 PM | 0 | 3 | 0 | 3 | 0 | 2 | 0 | 2 | 1 | 0 | 0 | 1 | 6 |
| 3:30 PM | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 1 | 3 |
| 3:45 PM | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 2 |
| Total | 1 | 5 | 0 | 6 | 0 | 3 | 0 | 3 | 3 | 2 | 0 | 5 | 14 |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 PM | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 |
| Total | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 2 |
| 5:00 PM | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:15 PM | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 2 |
| Total | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 3 |
| Grand Total | 12 | 5 | 0 | 17 | 2 | 4 | 0 | 6 | 3 | 8 | 0 | 11 | 34 |
| Approach % | 70.6 | 29.4 | 0.0 | | 33.3 | 66.7 | 0.0 | | 27.3 | 72.7 | 0.0 | | |
| Total % | 35.3 | 14.7 | 0.0 | 50.0 | 5.9 | 11.8 | 0.0 | 17.6 | 8.8 | 23.5 | 0.0 | 32.4 | |
| Exiting Leg Total | 10 | | | | 8 | | | | 16 | | | | 34 |

Peak Hour Analysis from 01:30 PM to 05:30 PM begins at:

| 3:00 PM | Summer Street (Route 2A) | | | | Grove Street | | | | Summer Street (Route 2A) | | | | Total |
|------------------|--------------------------|-------|--------|-------|--------------|-------|--------|-------|--------------------------|-------|--------|-------|-------|
| | from East | | | | from South | | | | from West | | | | |
| | Thru | Left | U-Turn | Total | Right | Left | U-Turn | Total | Right | Thru | U-Turn | Total | |
| 3:00 PM | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 3 |
| 3:15 PM | 0 | 3 | 0 | 3 | 0 | 2 | 0 | 2 | 1 | 0 | 0 | 1 | 6 |
| 3:30 PM | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 1 | 3 |
| 3:45 PM | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 2 |
| Total Volume | 1 | 5 | 0 | 6 | 0 | 3 | 0 | 3 | 3 | 2 | 0 | 5 | 14 |
| % Approach Total | 16.7 | 83.3 | 0.0 | | 0.0 | 100.0 | 0.0 | | 60.0 | 40.0 | 0.0 | | |
| PHF | 0.250 | 0.417 | 0.000 | 0.500 | 0.000 | 0.375 | 0.000 | 0.375 | 0.750 | 0.500 | 0.000 | 0.625 | 0.583 |
| Entering Leg | 1 | 5 | 0 | 6 | 0 | 3 | 0 | 3 | 3 | 2 | 0 | 5 | 14 |
| Exiting Leg | | | | 2 | | | | 8 | | | | 4 | 14 |
| Total | | | | 8 | | | | 11 | | | | 9 | 28 |

PDI File #: **186252 AA**
 Location: **S: Grove Street**
 Location: **E: Summer Street (Route 2A) W: Summer Street (Route 2A)**
 City, State: **Arlington, MA**
 Client: **Bryant Associates/ T. Brayton**
 Site Code: **M17079MA**
 Count Date: **Wednesday, May 16, 2018**
 Start Time: **1:30 PM**
 End Time: **5:30 PM**
 Class:



Single-Unit Trucks

| | Summer Street (Route 2A) | | | | Grove Street | | | | Summer Street (Route 2A) | | | | Total |
|-------------------|--------------------------|------|--------|-------|--------------|------|--------|-------|--------------------------|------|--------|-------|-------|
| | from East | | | | from South | | | | from West | | | | |
| | Thru | Left | U-Turn | Total | Right | Left | U-Turn | Total | Right | Thru | U-Turn | Total | |
| 1:30 PM | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 3 |
| 1:45 PM | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 5 |
| Total | 3 | 1 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 4 | 8 |
| 2:00 PM | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 4 | 0 | 5 | 6 |
| 2:15 PM | 4 | 0 | 0 | 4 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 6 |
| 2:30 PM | 0 | 2 | 0 | 2 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 4 |
| 2:45 PM | 4 | 1 | 0 | 5 | 0 | 1 | 0 | 1 | 0 | 2 | 0 | 2 | 8 |
| Total | 9 | 3 | 0 | 12 | 2 | 2 | 0 | 4 | 2 | 6 | 0 | 8 | 24 |
| 3:00 PM | 2 | 0 | 0 | 2 | 1 | 0 | 0 | 1 | 0 | 2 | 0 | 2 | 5 |
| 3:15 PM | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 4 |
| 3:30 PM | 2 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 4 |
| 3:45 PM | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Total | 9 | 1 | 0 | 10 | 1 | 0 | 0 | 1 | 0 | 4 | 0 | 4 | 15 |
| 4:00 PM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 2 | 0 | 2 | 3 |
| 4:15 PM | 2 | 1 | 0 | 3 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 4 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 2 |
| 4:45 PM | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 3 |
| Total | 3 | 2 | 0 | 5 | 1 | 1 | 0 | 2 | 0 | 5 | 0 | 5 | 12 |
| 5:00 PM | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 2 |
| 5:15 PM | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 2 | 0 | 2 | 4 |
| Total | 1 | 1 | 0 | 2 | 2 | 0 | 0 | 2 | 0 | 2 | 0 | 2 | 6 |
| Grand Total | 25 | 8 | 0 | 33 | 6 | 3 | 0 | 9 | 2 | 21 | 0 | 23 | 65 |
| Approach % | 75.8 | 24.2 | 0.0 | | 66.7 | 33.3 | 0.0 | | 8.7 | 91.3 | 0.0 | | |
| Total % | 38.5 | 12.3 | 0.0 | 50.8 | 9.2 | 4.6 | 0.0 | 13.8 | 3.1 | 32.3 | 0.0 | 35.4 | |
| Exiting Leg Total | 27 | | | | 10 | | | | 28 | | | | 65 |

Peak Hour Analysis from 01:30 PM to 05:30 PM begins at:

| 2:00 PM | Summer Street (Route 2A) | | | | Grove Street | | | | Summer Street (Route 2A) | | | | Total |
|------------------|--------------------------|-------|--------|-------|--------------|-------|--------|-------|--------------------------|-------|--------|-------|-------|
| | from East | | | | from South | | | | from West | | | | |
| | Thru | Left | U-Turn | Total | Right | Left | U-Turn | Total | Right | Thru | U-Turn | Total | |
| 2:00 PM | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 4 | 0 | 5 | 6 |
| 2:15 PM | 4 | 0 | 0 | 4 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 6 |
| 2:30 PM | 0 | 2 | 0 | 2 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 4 |
| 2:45 PM | 4 | 1 | 0 | 5 | 0 | 1 | 0 | 1 | 0 | 2 | 0 | 2 | 8 |
| Total Volume | 9 | 3 | 0 | 12 | 2 | 2 | 0 | 4 | 2 | 6 | 0 | 8 | 24 |
| % Approach Total | 75.0 | 25.0 | 0.0 | | 50.0 | 50.0 | 0.0 | | 25.0 | 75.0 | 0.0 | | |
| PHF | 0.563 | 0.375 | 0.000 | 0.600 | 0.500 | 0.500 | 0.000 | 0.500 | 0.500 | 0.375 | 0.000 | 0.400 | 0.750 |
| Entering Leg | 9 | 3 | 0 | 12 | 2 | 2 | 0 | 4 | 2 | 6 | 0 | 8 | 24 |
| Exiting Leg | | | | 8 | | | | 5 | | | | 11 | 24 |
| Total | | | | 20 | | | | 9 | | | | 19 | 48 |

PDI File #: **186252 AA**
 Location: **S: Grove Street**
 Location: **E: Summer Street (Route 2A) W: Summer Street (Route 2A)**
 City, State: **Arlington, MA**
 Client: **Bryant Associates/ T. Brayton**
 Site Code: **M17079MA**
 Count Date: **Wednesday, May 16, 2018**
 Start Time: **1:30 PM**
 End Time: **5:30 PM**
 Class:



Articulated Trucks

| | Summer Street (Route 2A) | | | | Grove Street | | | | Summer Street (Route 2A) | | | | Total |
|-------------------|--------------------------|------|--------|-------|--------------|------|--------|-------|--------------------------|-------|--------|-------|-------|
| | from East | | | | from South | | | | from West | | | | |
| | Thru | Left | U-Turn | Total | Right | Left | U-Turn | Total | Right | Thru | U-Turn | Total | |
| 1:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 2 |
| 1:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 2 |
| 2:00 PM | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:00 PM | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 4:15 PM | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:30 PM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 3 | 0 | 0 | 3 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 4 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Grand Total | 4 | 0 | 0 | 4 | 1 | 0 | 0 | 1 | 0 | 2 | 0 | 2 | 7 |
| Approach % | 100.0 | 0.0 | 0.0 | | 100.0 | 0.0 | 0.0 | | 0.0 | 100.0 | 0.0 | | |
| Total % | 57.1 | 0.0 | 0.0 | 57.1 | 14.3 | 0.0 | 0.0 | 14.3 | 0.0 | 28.6 | 0.0 | 28.6 | |
| Exiting Leg Total | 3 | | | | 0 | | | | 4 | | | | 7 |

Peak Hour Analysis from 01:30 PM to 05:30 PM begins at:

| 3:45 PM | Summer Street (Route 2A) | | | | Grove Street | | | | Summer Street (Route 2A) | | | | Total |
|------------------|--------------------------|-------|--------|-------|--------------|-------|--------|-------|--------------------------|-------|--------|-------|-------|
| | from East | | | | from South | | | | from West | | | | |
| | Thru | Left | U-Turn | Total | Right | Left | U-Turn | Total | Right | Thru | U-Turn | Total | |
| 3:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:00 PM | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 4:15 PM | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:30 PM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| Total Volume | 3 | 0 | 0 | 3 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 4 |
| % Approach Total | 100.0 | 0.0 | 0.0 | | 100.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | | |
| PHF | 0.375 | 0.000 | 0.000 | 0.375 | 0.250 | 0.000 | 0.000 | 0.250 | 0.000 | 0.000 | 0.000 | 0.000 | 0.500 |
| Entering Leg | 3 | 0 | 0 | 3 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 4 |
| Exiting Leg | | | | 1 | | | | 0 | | | | 3 | 4 |
| Total | | | | 4 | | | | 1 | | | | 3 | 8 |

PDI File #: **186252 AA**
 Location: **S: Grove Street**
 Location: **E: Summer Street (Route 2A) W: Summer Street (Route 2A)**
 City, State: **Arlington, MA**
 Client: **Bryant Associates/ T. Brayton**
 Site Code: **M17079MA**
 Count Date: **Wednesday, May 16, 2018**
 Start Time: **1:30 PM**
 End Time: **5:30 PM**



Class: **Bicycles (on Roadway and Crosswalks)**

| | Summer Street (Route 2A) | | | | | | Grove Street | | | | | | Summer Street (Route 2A) | | | | | | Total |
|-------------------|--------------------------|------|--------|-------|-------|-------|--------------|------|--------|-------|-------|-------|--------------------------|------|--------|-------|-------|-------|-------|
| | from East | | | | | | from South | | | | | | from West | | | | | | |
| | Thru | Left | U-Turn | CW-SB | CW-NB | Total | Right | Left | U-Turn | CW-WB | CW-EB | Total | Right | Thru | U-Turn | CW-NB | CW-SB | Total | |
| 1:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 2 |
| 2:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 1 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 2 | 3 |
| 3:00 PM | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 1 |
| 3:30 PM | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Total | 2 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 1 | 4 |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 1 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 1 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Grand Total | 2 | 0 | 0 | 0 | 0 | 2 | 2 | 1 | 0 | 0 | 0 | 3 | 1 | 3 | 0 | 0 | 0 | 4 | 9 |
| Approach % | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 66.7 | 33.3 | 0.0 | 0.0 | 0.0 | | 25.0 | 75.0 | 0.0 | 0.0 | 0.0 | | |
| Total % | 22.2 | 0.0 | 0.0 | 0.0 | 0.0 | 22.2 | 22.2 | 11.1 | 0.0 | 0.0 | 0.0 | 33.3 | 11.1 | 33.3 | 0.0 | 0.0 | 0.0 | 44.4 | |
| Exiting Leg Total | 5 | | | | | | 1 | | | | | | 3 | | | | | | 9 |

Peak Hour Analysis from 01:30 PM to 05:30 PM begins at:

| 2:15 PM | Summer Street (Route 2A) | | | | | | Grove Street | | | | | | Summer Street (Route 2A) | | | | | | Total | |
|------------------|--------------------------|-------|--------|-------|-------|-------|--------------|-------|--------|-------|-------|-------|--------------------------|-------|--------|-------|-------|-------|-------|-------|
| | from East | | | | | | from South | | | | | | from West | | | | | | | |
| | Thru | Left | U-Turn | CW-SB | CW-NB | Total | Right | Left | U-Turn | CW-WB | CW-EB | Total | Right | Thru | U-Turn | CW-NB | CW-SB | Total | | |
| 2:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 2 |
| 2:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 1 |
| 3:00 PM | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Total Volume | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 2 | 4 |
| % Approach Total | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 50.0 | 50.0 | 0.0 | 0.0 | 0.0 | | | |
| PHF | 0.250 | 0.000 | 0.000 | 0.000 | 0.000 | 0.250 | 0.250 | 0.000 | 0.000 | 0.000 | 0.000 | 0.250 | 0.250 | 0.250 | 0.000 | 0.000 | 0.000 | 0.500 | | 0.500 |
| Entering Leg | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 2 | | 4 |
| Exiting Leg | 2 | | | | | | 1 | | | | | | 1 | | | | | | | 4 |
| Total | 3 | | | | | | 2 | | | | | | 3 | | | | | | | 8 |

PDI File #: **186252 AA**
 Location: **S: Grove Street**
 Location: **E: Summer Street (Route 2A) W: Summer Street (Route 2A)**
 City, State: **Arlington, MA**
 Client: **Bryant Associates/ T. Brayton**
 Site Code: **M17079MA**
 Count Date: **Wednesday, May 16, 2018**
 Start Time: **1:30 PM**
 End Time: **5:30 PM**
 Class:



Pedestrians

| | Summer Street (Route 2A) | | | | | | | Grove Street | | | | | | | Summer Street (Route 2A) | | | | | | | Total |
|-------------------|--------------------------|------|--------|-------|-------|-------|-------|--------------|--------|-------|--------|--------|--------|------|--------------------------|-------|--------|--------|--------|----|--|-------|
| | from East | | | | | | | from South | | | | | | | from West | | | | | | | |
| | Thru | Left | U-Turn | CW-SB | CW-NB | Total | Right | Left | U-Turn | CW-WB | CW-EB | Total | Right | Thru | U-Turn | CW-NB | CW-SB | Total | | | | |
| 1:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 2 | 3 | | |
| 1:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 2 | 3 | | |
| 2:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | | |
| 2:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | | |
| 2:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 13 | 0 | 13 | 14 | | |
| 2:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 6 | 10 | 0 | 0 | 0 | 1 | 0 | 1 | 11 | | |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 8 | 14 | 0 | 0 | 0 | 14 | 0 | 14 | 28 | | |
| 3:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 5 | 0 | 5 | 7 | | |
| 3:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 2 | | |
| 3:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 2 | | |
| 3:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | | |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 3 | 0 | 0 | 0 | 9 | 0 | 9 | 12 | | |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 1 | 2 | 3 | 5 | | |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 2 | | |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | | |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 4 | 0 | 0 | 0 | 1 | 1 | 2 | 6 | | |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 5 | 7 | 0 | 0 | 0 | 4 | 3 | 7 | 14 | | |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 1 | 4 | 5 | 7 | | |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 4 | 0 | 4 | 6 | | |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 4 | 0 | 0 | 0 | 5 | 4 | 9 | 13 | | |
| Grand Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 17 | 29 | 0 | 0 | 0 | 34 | 7 | 41 | 70 | | |
| Approach % | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 41.379 | 58.621 | | 0 | 0 | 0 | 82.927 | 17.073 | | | | |
| Total % | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17.143 | 24.286 | 41.429 | 0 | 0 | 0 | 48.571 | 10 | 58.571 | | | |
| Exiting Leg Total | 0 | | | | | | | 29 | | | | | | | 41 | | | | | | | 70 |

Peak Hour Analysis from 01:30 PM to 05:30 PM begins at:

| 2:15 PM | Summer Street (Route 2A) | | | | | | Grove Street | | | | | | | Summer Street (Route 2A) | | | | | | | Total |
|------------------|--------------------------|-------|--------|-------|-------|-------|--------------|-------|--------|-------|-------|-------|-------|--------------------------|--------|-------|-------|-------|-------|-------|-------|
| | from East | | | | | | from South | | | | | | | from West | | | | | | | |
| | Thru | Left | U-Turn | CW-SB | CW-NB | Total | Right | Left | U-Turn | CW-WB | CW-EB | Total | Right | Thru | U-Turn | CW-NB | CW-SB | Total | | | |
| 2:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | |
| 2:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 13 | 0 | 13 | 14 | |
| 2:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 6 | 10 | 0 | 0 | 0 | 1 | 0 | 1 | 11 | |
| 3:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 5 | 0 | 5 | 7 | |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 10 | 15 | 0 | 0 | 0 | 19 | 0 | 19 | 34 | |
| % Approach Total | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 33.3 | 66.7 | | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | | | |
| PHF | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.313 | 0.417 | 0.375 | | 0.000 | 0.000 | 0.000 | 0.365 | 0.000 | 0.365 | 0.607 | |
| Entering Leg | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 10 | 15 | 0 | 0 | 0 | 19 | 0 | 19 | 34 | |
| Exiting Leg | 0 | | | | | | 15 | | | | | | | 19 | | | | | | | 34 |
| Total | 0 | | | | | | 30 | | | | | | | 38 | | | | | | | 68 |

ATTACHMENT 2

Crash Summary

CRASH ANALYSIS

Arlington RMD - 251 Summer Street

Arlington, MA

| | Summer Street (Route 2A) at Site Driveways | Summer Street (Route 2A) at Brattle Street/Symmes Road |
|--------------------|--|--|
| Year | | |
| 2013 | 0 | 7 |
| 2014 | 0 | 2 |
| 2015 | 0 | 1 |
| 2016 | 0 | 1 |
| 2017 | 0 | 1 |
| <i>Total</i> | <i>0</i> | <i>12</i> |
| Type | | |
| Angle | 0 | 2 |
| Rear-end | 0 | 6 |
| Sideswipe | 0 | 3 |
| Head-on | 0 | 0 |
| Pedestrian | 0 | 0 |
| Bicycle | 0 | 0 |
| Single Vehicle | 0 | 1 |
| Other | 0 | 0 |
| Unknown | 0 | 0 |
| <i>Total</i> | <i>0</i> | <i>12</i> |
| Severity | | |
| Property Damage | 0 | 4 |
| Personal Injury | 0 | 4 |
| Fatality | 0 | 0 |
| Unknown | 0 | 4 |
| <i>Total</i> | <i>0</i> | <i>11</i> |
| Weather | | |
| Clear | 0 | 9 |
| Cloudy | 0 | 2 |
| Rain | 0 | 0 |
| Snow | 0 | 1 |
| Sleet | 0 | 0 |
| Fog | 0 | 0 |
| Other | 0 | 0 |
| Unknown | 0 | 0 |
| <i>Total</i> | <i>0</i> | <i>12</i> |
| Time | | |
| 7:00 AM to 9:00 AM | 0 | 2 |
| 9:00 AM to 4:00 PM | 0 | 6 |
| 4:00 PM to 6:00 PM | 0 | 1 |
| 6:00 PM to 7:00 AM | 0 | 3 |
| Total | 0 | 12 |
| Crash Rate | n/a | 0.34 |
| State Average | n/a | 0.78 |
| District 4 Average | n/a | 0.73 |

Source: MassDOT

ATTACHMENT 3

Queue Length Observations

QUEUE OBSERVATION SHEET



Project: Arlington RMD
 Date: 12/3/2020
 Time: 4:30 PM - 5:30 PM
 Intersection: Summer Street at Brattle Street
 Approach: EB
 Observer: EKB

| Time | Queue (# of vehicles) | Queue (ft) ⁽¹⁾ | Notes |
|---------|-----------------------|---------------------------|-------------------------|
| 4:30 PM | 5 | 125 | E. driveway blocked |
| 4:32 PM | 3 | 75 | |
| 4:34 PM | 8 | 200 | W. driveway blocked |
| 4:35 PM | 6 | 150 | E. driveway blocked |
| 4:37 PM | 5 | 125 | E. driveway blocked |
| 4:38 PM | 13 | 325 | W. driveway blocked |
| 4:40 PM | 6 | 150 | E. driveway blocked |
| 4:41 PM | 7 | 175 | E. driveway blocked |
| 4:43 PM | 3 | 75 | |
| 4:44 PM | 1 | 25 | |
| 4:46 PM | 7 | 175 | one veh was an MBTA bus |
| 4:48 PM | 4 | 100 | E. driveway blocked |
| 4:50 PM | 4 | 100 | E. driveway blocked |
| 4:51 PM | 3 | 75 | |
| 4:52 PM | 6 | 150 | E. driveway blocked |
| 4:53 PM | 2 | 50 | |
| 4:54 PM | 3 | 75 | |
| 4:56 PM | 2 | 50 | |
| 4:57 PM | 3 | 75 | |
| 4:58 PM | 6 | 150 | E. driveway blocked |
| 4:59 PM | 7 | 175 | E. driveway blocked |
| 5:00 PM | 1 | 25 | |
| 5:01 PM | 5 | 125 | E. driveway blocked |
| 5:02 PM | 6 | 150 | E. driveway blocked |
| 5:03 PM | 4 | 100 | E. driveway blocked |
| 5:04 PM | 1 | 25 | |
| 5:05 PM | 4 | 100 | E. driveway blocked |
| 5:07 PM | 4 | 100 | E. driveway blocked |
| 5:09 PM | 7 | 175 | E. driveway blocked |
| 5:11 PM | 6 | 150 | E. driveway blocked |
| 5:12 PM | 3 | 75 | |
| 5:13 PM | 6 | 150 | E. driveway blocked |
| 5:14 PM | 2 | 50 | |
| 5:16 PM | 6 | 150 | E. driveway blocked |
| 5:18 PM | 5 | 125 | E. driveway blocked |
| 5:19 PM | 7 | 175 | E. driveway blocked |
| 5:20 PM | 7 | 175 | E. driveway blocked |
| 5:21 PM | 7 | 175 | E. driveway blocked |
| 5:22 PM | 0 | 0 | |
| 5:23 PM | 6 | 150 | E. driveway blocked |
| 5:24 PM | 4 | 100 | E. driveway blocked |
| 5:25 PM | 4 | 100 | E. driveway blocked |
| 5:26 PM | 2 | 50 | |
| 5:27 PM | 7 | 175 | E. driveway blocked |
| 5:28 PM | 1 | 25 | |
| 5:30 PM | 8 | 200 | E. driveway blocked |

(1) Assumes a 25 ft veh length

✓BO
✓T.M.
✓T.E

T. & O. McDermottroe
251 Summer Street
Arlington, Mass. 02174

Recd 10/21/77
50

Storm
Drain

Board of Selectmen
Robert B. Walsh-Chairman

Sir's,

We request permission to install concrete pipe for drainage at the above address. We have recently purchased this property at a high price from an Oil Company.

We would like to utilize this piece of property, as the engineer has inspected the property and approved the work to be done.

Yours Truly,

T. & O. McDermottroe

Thomas P. McDermottroe
Oliver M. McDermottroe

G. d. 21, 1977



TOWN OF ARLINGTON
MASSACHUSETTS
CONSERVATION COMMISSION
TOWN HALL

October 12, 1977

642-9751
McDermottroe Bros.
251 Summer Street
Arlington, MA 02174

Dear Sirs:

The Arlington Conservation Commission acknowledges your letter dated September 26, 1977 requesting the Commission to make a determination whether your proposed project to install a storm drain from the existing town storm drain on Summer Street approximately 120 feet of 12" reinforced concrete pipe along the existing open ditch to a suitable catch basin located at the rear of your property line is subject to the Wetlands Protection Act.

Members of the Conservation Commission visited the site on October 10, 1977.

It is the opinion of the Arlington Conservation Commission that the proposed work is not subject to a formal hearing under the Wetlands Protection Act, General Laws Chapter 131, Section 40.

If we can be of further assistance to you, please advise.

Sincerely,

Robert R. Bryant
Chairman

Copy

Arlington Building Inspector
Arlington Town Engineer
Mass. Dept. of Environmental Quality Engineering

PLAN OF LAND FOR CITIES SERVICE OIL IN ARLINGTON, MA

Scale: 1" = 20' July

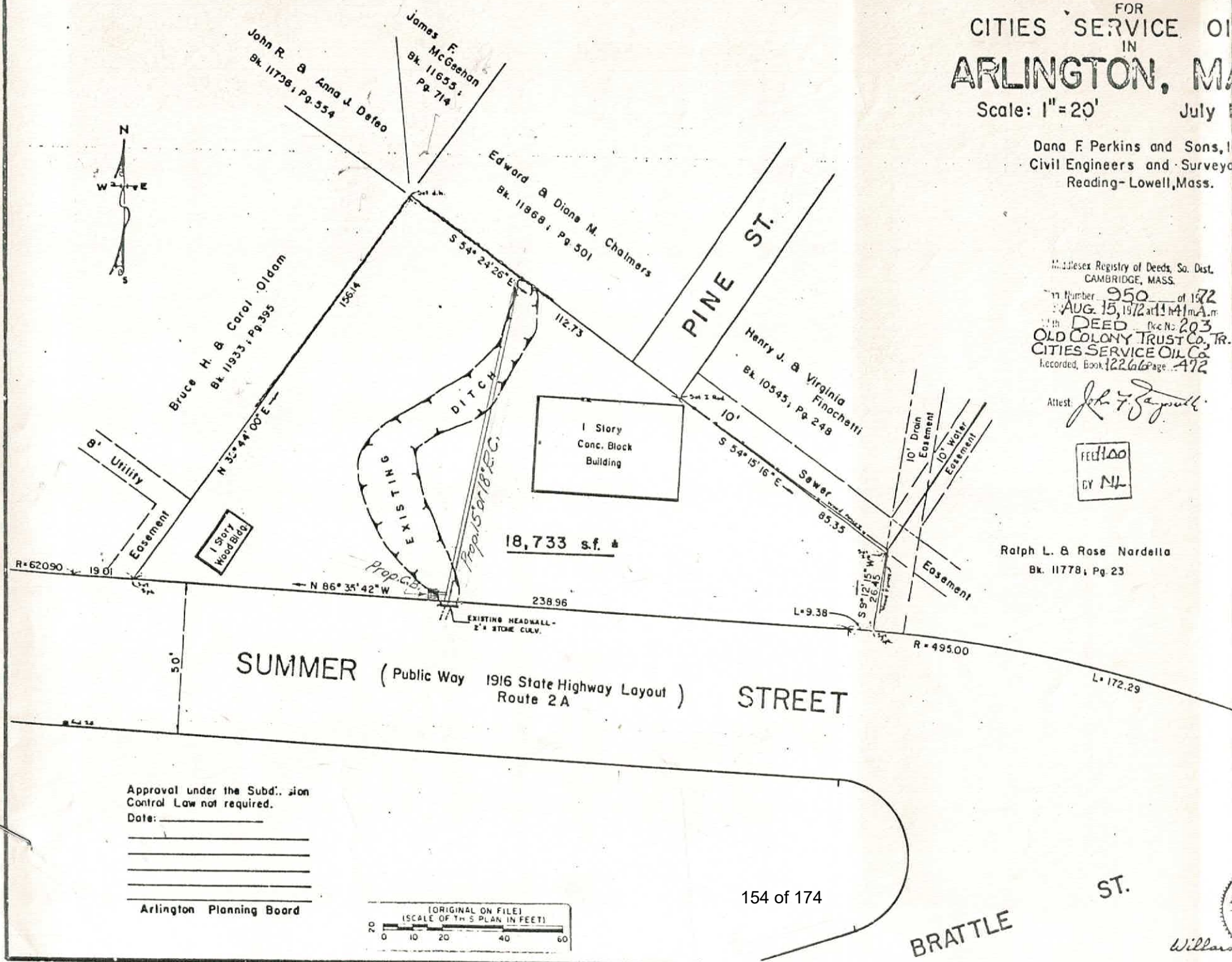
Dana F. Perkins and Sons, Inc.
Civil Engineers and Surveyors
Reading - Lowell, Mass.

Middlesex Registry of Deeds, So. Dist.
CAMBRIDGE, MASS.
Number 950 of 1972
AUG. 15, 1972 at 11:41 a.m.
DEED No. 203
OLD COLONY TRUST CO., TR.
CITIES SERVICE OIL CO.
Recorded, Book 1226 Page 472

Attest: *John F. Fitzgerald*

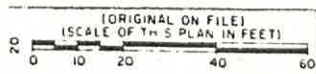
FEEL 100
BY NL

Ralph L. & Rose Nardella
Bk. 11778, Pg. 23



Approval under the Subdivision
Control Law not required.
Date: _____

Arlington Planning Board



BRATTLE

ST.

Willard

*Ind
0766*

Street SUMMER STREET

No. 251

Petitioner Jenney Mfg. Company

Purpose license to use the parcel of land situated on the northerly side of Summer Street (#251), as shown upon plan submitted, on which a one-story building, of 2nd class construction, is situated thereon, for use as a public filling & service station, & for the storage, keeping & sale in and

Hearing 10-8-56

Action Granted (with restrictions)

Bldg. Permit

Approved

By

License Issued 10-26-56

Date Transferred

To

Remarks SEE REVERSE SIDE

from underground tanks of v.i.f. of 10,000 gals. capacity, with four (4) pumps; of waste oil of 1,000 gals. capacity; of fuel oil of 500 gals. capacity; for the storage, keeping & sale in & from aboveground containers of lubricating oils, anti-freeze mixtures & other petroleum products of 1,500 gals. capacity, & to occupy & use the bldg. for the storage & keeping of two motor vehicles & the gasoline & other oils contained therein; all in accordance with the provisions of Chapter 148 of the G.L.

All previous licenses revoked.

8:00 P.M.

all present

MEETING OF THE BOARD OF SURVEY, MONDAY, OCTOBER 24, 1977

Street Acceptance
Program

Report of: Town Engineer
 Subject: Estimated cost of
 construction
 Street: Brunswick Road - from
 Pleasant Street to
 Hillsdale Road
 Length - 771 feet

1.

w/powers s/sprinkler
set hearing

Report of: Town Engineer
 Subject: Estimated cost of
 construction
 Street: Menotomy Rocks Drive
 (Developer Street) -
 from Bonad Road to its
 end
 Length - 385 feet

2.

w/powers s/sprinkler
set hearingMinutes to be
approved.

The minutes of the meeting of Mon-
 day, October 17, 1977.

3.

Be approved

8:10 P.M.

8:10 P.M.

all present

BOARD OF PUBLIC WORKSMinutes to be
approved.

The minutes of the meeting of Monday,
 October 17, 1977.

1.

Be approved

Storm Drain Con-
nection

Subject: Request for approval to
 connect.
 From: Thomas P. McDermottroe
 251 Summer Street
 Location: At the property.

2.

w/powers s/sprinkler
Vote
Be approvedADDENDUM

Water Main

Subject: Request for replacement
 Private Service
 From: Sandra K. Grindlay
 Location: Florence Terrace

3.

T.M. proceed with
approval

T.C. TO 157 of 174

MEETING OF THE BOARD OF SELECTMEN (ACTING AS A BOARD OF PUBLIC WORKS)
OCTOBER 24, 1977

The meeting was called to order by the Chairman, Mr. Walsh, at 8:10 P.M. Mrs. Powers, Mrs. Spengler, and Messrs. Murray and O'Neill were present.

The minutes of the meeting held on Monday, October 17, 1977, were taken up, and on motion of Mrs. Powers, seconded by Mr. Murray, it was voted

That the minutes be and hereby are approved.

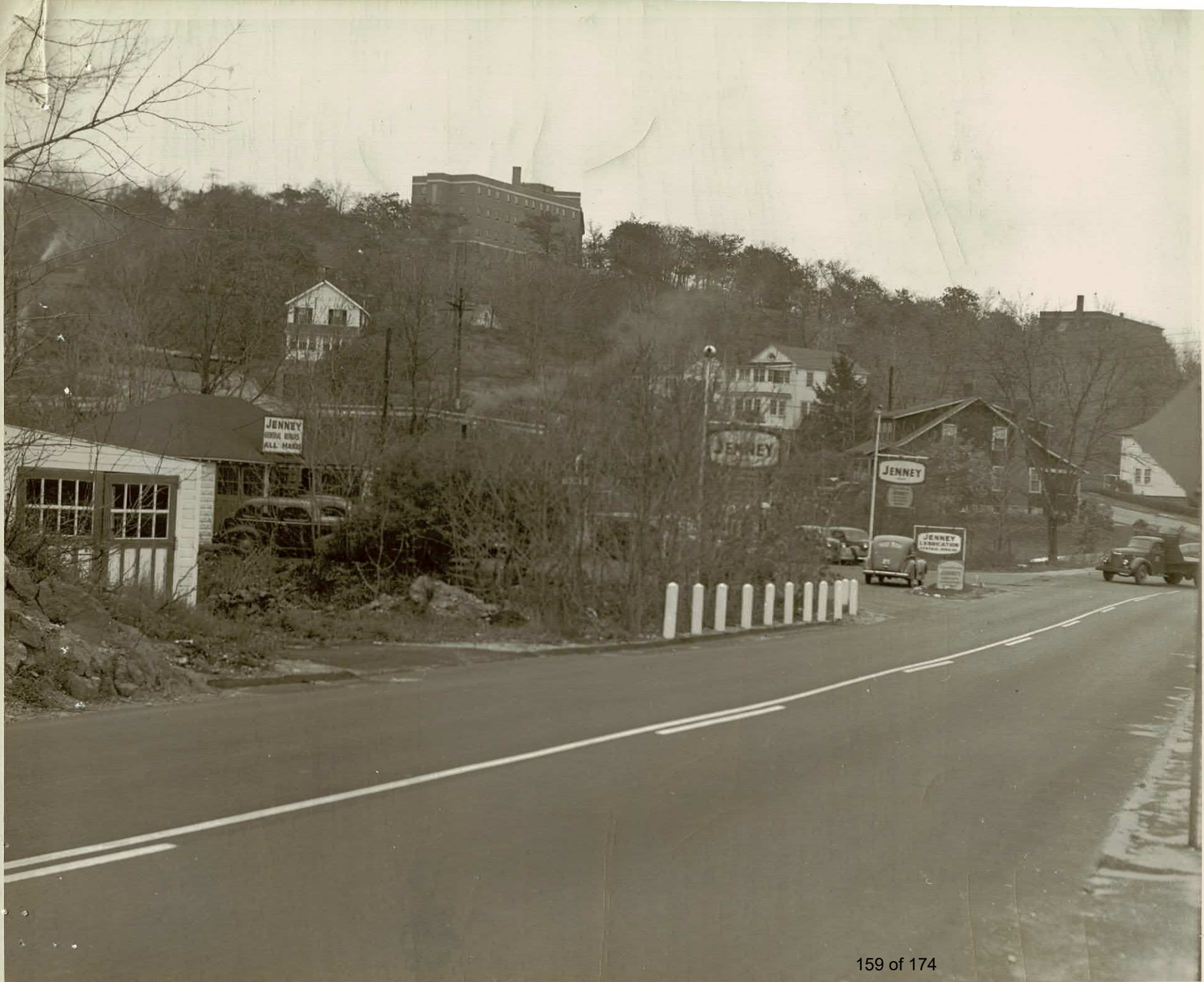
A communication was received from Thomas P. McDermottroe, 251 Summer Street, requesting permission to install a storm drain connection at 251 Summer Street. On a motion of Mrs. Powers, seconded by Mrs. Spengler, it was voted

To approve the request to install a storm drain from the existing town storm drain on Summer Street.

A communication was received from Sandra K. Grindlay, 4 Florence Terrace, requesting replacement of a private service water main on Florence Terrace. After a lengthy discussion the Town Manager outlined the alternatives involved in this particular case, which are as follows:

- (1) Emergency repair to be made
- (2) Replacement of water main at expense of property owners
- (3) Acceptance of the street

He recommended that the Town make the repair at this time, and indicate to the residents that he could not say how permanent such a repair would be, but that under the circumstances, and in the public interest, he feels that the Town should step in because of water leakage in the service, which is causing related problems and costs to the Town. After some discussion, the Board concurred with the recommendation of the Town Manager







Arlington Redevelopment Board
Town of Arlington
Planning & Community Development
Town Hall
Arlington, MA 02476-4908

June 22, 2023

RE: ARB Docket #3752

Dear Ms. Ricker, AICP

I am forwarding the following petition to you signed not only by abutters of 251 Summer Street, but concerned Arlington residents OPPOSED to the proposed retail marijuana dispensary at this location.

In speaking with many residents, it is clear that very few are aware of this proposal and there is much concern with this type of business opening and operating in a RESIDENTAL NEIGHBORHOOD!

Many residents feel one of these establishments is enough in a 5 square mile town. People are shocked when they are informed that this location would be the third.

Some I speak with negatively comment about the dispensary in Arlington Heights. I myself witnessed a car drive up on the sidewalk. The occupant then enters the dispensary! Thank goodness no one was walking on the sidewalk at the time.

WE, as residents, are well aware the Town of Arlington is trying to find avenues for revenue but many residents I speak with state this is not an appropriate location for this type of business and not a positive and healthy business for our community.

I have enclosed nine pages of signatures for your review! I will continue to speak with residents and obtain additional signatures going forward.

Sincerely,

Katherine M. Walsh

17 Pine Avenue

PETITION AGAINST THE PROPOSED

RETAIL RECREATIONAL MARIJUANA DISPENSARY

251 SUMMER STREET, ARLINGTON, MA 02474

We, the undersigned, oppose permitting of a retail Recreational Marijuana Dispensary

PROPOSED Location to be: 251 Summer Street, Arlington MA (former CWT Gas Station)

Name- Print/Sign

Address

Precinct

| | | |
|---|-----------------|----|
| Katherine M. Walsh <i>Katherine M. Walsh</i> | 17 Pine Avenue | 15 |
| MICHAEL WALSH <i>Michael Walsh</i> | 17 PINE AVE | 15 |
| Magaly Berdecia <i>Magaly Berdecia</i> | 6R PINE AVE | 15 |
| Ron Spangler <i>Ron Spangler</i> | 30 Pine St. | 15 |
| ED ROCHE <i>Edward R. Roche</i> | 121 NEWLAND RD | 19 |
| James Palmer <i>(James Palmer) James Palmer</i> | 76 Crawford St. | 15 |
| Carol Lurie | 26 Pine St. | 15 |
| BRIAN BRAM <i>Brian Bram</i> | 88 PARK AVE | 20 |
| THOMAS J. WOODBURY <i>Thomas J. Woodbury</i> | 3 CABOT RD | 2 |
| Sarah Broomell <i>Sarah Broomell</i> | 15 Pine Avenue | 15 |
| John Obrien <i>John Obrien</i> | 19 Pine Street | 15 |
| DAVID O'BRIEN <i>David O'Brien</i> | 19 PINE ST | 15 |
| Virginia J | 4-6 Pine St | 15 |
| ANN P TOBIN | 17 Pine St | |
| Megan Keefe | 37A Pine St | 13 |
| Sandra Lach <i>Sandra Lach</i> | 20 Pine St | 17 |

PETITION AGAINST THE PROPOSED

RETAIL RECREATIONAL MARIJUANA DISPENSARY

251 SUMMER STREET, ARLINGTON, MA 02474

We, the undersigned, oppose permitting of a retail Recreational Marijuana Dispensary

PROPOSED Location to be: 251 Summer Street, Arlington MA (former CWT Gas Station)

Name- Print/Sign

Address

Precinct

| | | |
|---------------------|---------------------------|----|
| Gavin Wang | 4 MEAD RD. | 17 |
| Long Jin | 4 MEAD RD | 17 |
| Lizette Casarave | 4 Martin St. | 17 |
| Lawrence Linden | 18 Mead Rd | 17 |
| May Chu | 17 Rockaway Ln | |
| Ben Judge | 15 REVERE ST. Arlington | 14 |
| Dorald Cassib | 272 Florence Ave. | 18 |
| Maida Kaderian | 144 BRATTLE ST | 16 |
| CHRISTOPHER DIPERNA | 144 BRATTLE ST | 16 |
| Andria Quattrini | 134 Brattle St, Arlington | |
| Justin Quattrini | 134 Brattle St, Arlington | |
| JOHN HAGG | 152 BRATTLE ST, | |
| Jane Morgan | 172 Brattle St | 15 |
| Eileen Coran | 188 Brattle St. | 15 |
| Oliver Donnelly | 182 Brattle St | |
| Brett Lambert | 176 BRATTLE ST | |

PETITION AGAINST THE PROPOSED

RETAIL RECREATIONAL MARIJUANA DISPENSARY

251 SUMMER STREET, ARLINGTON, MA 02474

We, the undersigned, oppose permitting of a retail Recreational Marijuana Dispensary

PROPOSED Location to be: 251 Summer Street, Arlington MA (former CWT Gas Station)

Name- Print/Sign

Address

Precinct

| | | | |
|-----------------|-----------------|------------------|----|
| Shushi Jui | Shushi Jui | 4 MEAD RD | 17 |
| Gurug Liu | Gurug Liu | 4 MEAD RD | 17 |
| Jan Roser | Jan Roser | 18 King St | |
| LEON SOUTHWICK | LEON SOUTHWICK | 18 KING ST | |
| Ofur Cohen | Ofur Cohen | 43 Brand St. | |
| Greg Christiana | Greg Christiana | 82 Ridge St. | 15 |
| PAUL E. OLSEN | PAUL E. OLSEN | 89 WRIGHT ST | 19 |
| LINDA K. OLSEN | LINDA K. OLSEN | 89 WRIGHT ST. | |
| Joe Reine | Joe Reine | 92 Morningside | 13 |
| FRANK J. CICANO | FRANK J. CICANO | 65 Woodside Dr | 15 |
| RAOUL ALCALA | RAOUL ALCALA | 301 Ridge St. | |
| Phyllis Hodge | Phyllis Hodge | 37 Old Colony Rd | 13 |
| Margaret Inohi | Margaret Inohi | 59 Crawford St | 13 |
| Mary Ann Gue | Mary Ann Gue | 6 Arrowhead Lane | 13 |
| DAVID O'BRIEN | DAVID O'BRIEN | 23 Pawnee Dr. | 13 |
| Margaret B Gue | Margaret B Gue | 60 Epping St | 13 |

PETITION AGAINST THE PROPOSED

RETAIL RECREATIONAL MARIJUANA DISPENSARY

251 SUMMER STREET, ARLINGTON, MA 02474

We, the undersigned, oppose permitting of a retail Recreational Marijuana Dispensary

PROPOSED Location to be: 251 Summer Street, Arlington MA (former CWT Gas Station)

Name- Print/Sign

Address

Precinct

| | | |
|------------------------|--------------------------------|----|
| Antonio M. Citan-Tucci | 76 GRAY STREET, ARLINGTON, MA | 10 |
| Robert L. Tosi Jr. | 14 Inverness Rd Arlington MA | 20 |
| Gregory Vassmer | 25 PECK AVE., Arlington MA | 20 |
| Steven Sawtelle | 115 Collee Ave | 15 |
| Anna M. Piccolo | 216 Mass Ave | 6 |
| Bill Harners | 19 Putnam Rd | 2 |
| Richard Callinane | 43 Long Meadows Rd | 13 |
| Denise Movsessian | 23 Henderson St, Arlington MA | |
| Karina Movsessian | 23 Henderson St, Arlington, MA | |
| Emily Movsessian | 23 Henderson St, Arlington, MA | |
| Ruth Knill | 60 Crawford St, Arlington MA | |
| Yanning Liu / PING SHU | 17 Hemlock St. Arlington, MA | |
| Nylia Berdecia | 4 Pine Avenue, Arlington, MA | |
| B. J. Keweenaw | 18 WEBSTER ST. ARLINGTON, MA | 7 |
| Robert Barthelemy | 51 Newport St ARL 02476 | 12 |

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| | | |
|-------------------------------------|----------------------------------|----|
| CAIT NI CHURCH / Cait N | 182 BRATTLE ST, ARLINGTON, MA | 15 |
| BT BERKSON / BT Berkson | 8 Lansdowne Rd " " | 15 |
| DONNA K. BERKSON / Donna K. Berkson | 8 Lansdowne Rd. Arlington, MA | 15 |
| Michael Atlas | 21 Lansdowne Rd Arlington, MA | 15 |
| Yuzhi Chen / Yuzhi Chen | 281 Summer St, Arlington, MA | |
| Wenyan Liu / Wenyan Liu | 281 Summer St, Arlington, MA | |
| | 25 Pine Street Arlington MA | |
| Frederic R. Buckley / | 38 Pine St Arlington | 17 |
| Elaine M. Buckley | 38 Pine St Arlington | 17 |
| Orthur R. Ronayne | 28 Grove St. Place Arlington MA | 17 |
| Eleanor M. Ronayne | 28 Grove St. Place Arlington MA | 17 |
| Sharon C. Reedy | 53 Candia St. Arlington, MA | 17 |
| 177 M | 53 CANDIA ST ARLINGTON, MA | 17 |
| 7 L 75 IV | 53 CANDIA ST ARLINGTON, MA | 17 |
| Claire Johnson | 84 Wright. Street. Arlington, MA | 19 |
| Sharon Lipton | 187 75 Mass Ave | 17 |

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| | | |
|--------------------------------------|------------------------|----|
| Richard Greco Richard S Greco | 60 Epping Street | 13 |
| Francis T. Bennett Francis T Bennett | 2 Montrose Ave | 15 |
| MARILYN A BENNETT Marilyn A Bennett | 2 MONTROSE AVE | 15 |
| PAUL GARDINER Paul | 11 Pine St | 17 |
| Chenxi Shi | 16 Pike St | 17 |
| Gina Padglucia Morrison Gina | 219 Summer St | 15 |
| Noel - Bas Kelly Noel Kelly | 247 SUMMER ST. | |
| Colm Kelly | 247 SUMMER ST. | |
| | 247 Summer St | |
| Ziad Albaehawaty Ziad | 243 summer st | |
| Gene McGowan Gene | 16 Martin St | 15 |
| MONIQUE BLANCH Monique Blanch | 10 Mendon Rd | 18 |
| GREGORY BERDELLA Gregory Berdella | 4 Pine Ave 02474 | |
| Mary E Walsh | 70 Dow Ave 02476 | 16 |
| Chris Doyle Chris Doyle | 1 Richfield Road 02474 | 15 |
| Ethel Doyle Ethel Doyle | 1 Richfield Road 02474 | 15 |

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|--|---------------------------|----|
| Theodore Ronayne <i>Theodore Ronayne</i> | 28 Grove Street Place | 17 |
| Mathieu Ronayne <i>Mathieu Ronayne</i> | 28 Grove Street Place | 17 |
| Ngo Marjano <i>Ngo Marjano</i> | 196 Summer St | |
| Luke Ronayne <i>Luke Ronayne</i> | 28 Grove Street Place | 17 |
| John Dente <i>John Dente</i> | 16 Homer Rd | 18 |
| Mary Pallotta <i>Mary Pallotta</i> | 16 Johnson Rd | |
| Michael Pallotta <i>Michael Pallotta</i> | 16 Johnson Rd | |
| Guiling Huang <i>Guiling Huang</i> | 279 - Summer ST Arlington | |
| Shaoxing Yang <i>Shaoxing Yang</i> | 277 Summer St | |
| CHRISTINE O'BRIEN | 19 PINE ST | 17 |
| Jared Yang <i>Jared Yang</i> | 409 Summer St | 19 |
| Wei-Anang Chen <i>Wei-Anang Chen</i> | 64R Brattle St, #2 | |
| Rebecca <i>Rebecca</i> | 409 Summer St. | 19 |
| Maura Allen <i>Maura Allen</i> | 280 summer st | |
| Jimmy Alves <i>Jimmy Alves</i> | 280 summer st. | |
| | | |

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| | | |
|---------------------|--------------------------------|--|
| Alex Narensky | 14 Pine St, Arlington, MA | |
| GARY ROUSE | 14 PINE ST Arlington, MA | |
| Robert Miller | 4 Parallel St | |
| Joann Radochia | 81 Pine Street, Arlington | |
| Ann Radochia | 29 Pine Street, Arlington | |
| JOAN E. CARUSO | 40 Eliot Rd Arlington, MA | |
| Peter T. Caruso | 40 ELIOT RD Arlington MA | |
| J. Pappas | 60 Pleasant St, Arlington #120 | |
| Maura Sheffield | 42 Robbins Rd, Arlington, MA | |
| A. Mat | 60 Pleasant St, Arlington, MA | |
| Kathleen Walsh | 70 DOW Ave. Arlington MA | |
| DAVID A CARUSO | 40 Eliot Rd Arlington MA | |
| Peter T. CARUSO, SR | 40 Eliot Rd ARLINGTON, MA | |
| Larry Jones | 26 Pine St, Arlington MA | |
| Mary Myers | 15 Mead Rd, Arlington MA | |
| Lisa Wilson | 22 Lakeview #7, Arlington, MA | |

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|------------------|----------------|--|
| Maureen Jigajian | 34 Hodge Rd | |
| Rene N. Page | 18 Pine St. | |
| Philip Page | 14 Pine St | |
| Christos Grigas | 15-15 Pine Ave | |
| Mary Reeves | 23 Joyce Rd | |
| Xi Shi | 16 Pine St | |
| Wendi Qi | 16 Pine St | |
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From: Don Seltzer
Sent: Friday, November 3, 2023 9:46 AM
To: Rachel Zsemlery; Kin Lau; Eugene Benson; Stephen Revilak
Cc: Claire Ricker; Jim Feeney; Disability Comm; Christine Bongiorno; Tim Ross
Subject: Docket #3602 Correspondence

To: Arlington Redevelopment Board
Regarding Docket #3602

I have noticed that the document package for Monday's hearing on the reopening of Docket #3602 does not include my correspondence on the matter. I am resending it, along with an additional comment.

As a senior, I am becoming increasingly aware of architectural barriers to those with mobility issues. Not just for wheelchair users, but those who use canes, walkers, and other mobility aids. I am dismayed by how little attention is given to these issues at Special Permit hearings, with all responsibility passed on to Inspectional Services at a later date. Too often, problems go unnoticed for too long.

A prime example is 1500 Mass Ave, a mixed use three story building approved by this Board two years ago. Perhaps you have noticed that work has halted for the last six months or so. The entire building is in serious violation of state regulations on accessibility. The developer has applied to the Massachusetts Architectural Access Board for variances from the law. It is not clear what the basis for an appeal would be, other than ignorance of the law and 'the Redevelopment Board gave me permission.'

There are other recent examples, such as 99 Mass Ave, also shut down because of accessibility issues. And the Town is now stuck with the non-compliant apartment building at 18-20 Belknap St, taken by tax possession.

A similar future faces the proposed hotel at 1207 Mass Ave.

At the time of the granting of a special permit in 2020 there were unresolved issues concerning compliance with Massachusetts laws on accessibility. These included

Accessible routes to hotel entrance (521 CMR 20, 22, 24)
Lack of a compliant passenger loading zone (521 CMR 23.7, 23.8)
Lack of any accessible rooms (521 CMR 8, 44)

The first two categories stem from a late redesign of the front entrance way upon the discovery that Mass Ave is not flat in that neighborhood, but actually drops off by four feet along the property frontage.

The third issue arose from the architect's apparent lack of knowledge that hotels must have a certain percentage of accessible rooms, including Group 2B bathrooms.

Arlington's Disabilities Commission requested a meeting with the developer to discuss these issues

We invite both the developer and whoever they feel is necessary to our next meeting. They may contact Jill Harvey above. Our meetings are the third Wednesday of the month from 4-6. I will be putting the developers plans on the agenda for this month. Commissioners, please review in preparation at :

<https://www.arlingtonma.gov/Home/Components/News/News/9931/3864>

Our interest is to work collaboratively with the developer and the town so that mistakes are not made that ultimately are not in the best interest of our community and its citizens and visitors with disabilities.

We look forward to hearing from you soon. (August 2020)

In the last three years, has the developer found time to meet with the Commission and resolve these issues?

One of the provisions of the proposal was the promise of an easement granted for public access and use, on the front terrace of the hotel for public events. Such a public easement requires seeking approval from first the Select Board and then Town Meeting.

I would appreciate it if the Board would ask what progress has been made on these two issues, and whether an extension would result in their resolution.

The Board may wish to consider whether the original traffic impact study from early 2020 is still valid, considering major future changes to this neighborhood. These include the near term opening of the apartment complex at 1165R Mass Ave for which Forest St will be a main access road, another likely development on a one acre Ryder St lot recently purchased by the same Mirak group, the proposed MBTA-C overlay district for the Forest/Ryder/Peirce/Clark neighborhood, and the redesign of the Appleton/Mass Ave intersection.

Thank you,

Don Seltzer